ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT,

GENERAL BRANCH), 133352

BOMBAY PRESIDENCY,

FOR THE YEARS

1896-97. to
1899-1900

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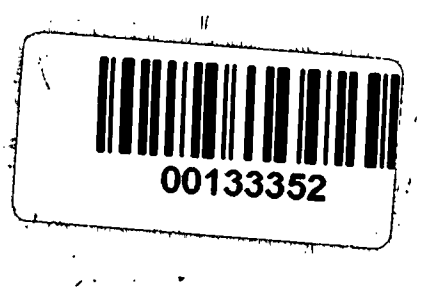

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ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT

FOR THE YEAR 1896-97.

GENERAL REMARKS.

1. The total expenditure of the year on Civil Works was Rs. 56,51,199 as below :—

			Rs.	Rs.
Outlay in India.				
Imperial			2,08,802	
Suspense			2	
				2,08,804
Provincial			31,38,280	
Suspense			28,409	
				31,66,689
Contributions.	Provincial inclusive of suspense		1,57,489	
	Excluded Local Funds	do.	6,45,742	
				8,03,231
Incorporated Local Funds ...			14,69,817	
Suspense			2,588	
				14,72,405
				Rs. 56,51,129
Add—				
Outlay in England ...			42	
Loss by Exchange ...			28	
				70
	Grand Total ...			Rs. 56,51,199

2. In round figures the expenditure on New Works was 25 lákhs; on Repairs about 19½ lákhs; on Establishment 10½ lákhs; and on Tools and Plant ¾ lákhs and Suspense ¾ lákhs.

3. Under Imperial services, *Customs*, a new Custom House at Honávar was in progress.

4. Under the head *Salt*, Sir-Kárkuns' Kácheris at Rai Murdha, Kharaghoda, and Dodámarg were completed; and residential quarters were built for the Sir-Kárkun and his Establishment at Mulekhind, and for Inspectors at Dhandhuka, Honkon, Banda, Saturde and Dodámarg. The peons' Lines at Rai Murdha were completed. A Sir-Kárkun's Kácheri at Umela, and quarters for an Inspector and for a Sir-Kárkun and his establishment at Castle Rock were in progress. The Salt Works at Sukkur, and the pier, preventive offices, and weighing shed at Sanikatta were completed.

5. Under *Post Offices*, a portion of the old Jail at Ahmedabad was converted into a Post Office.

6. Under *Telegraphs*, the Indo-European Telegraph buildings at Karáchi were completed.

7. On the *Somali Coast*, the works at the Residency and Court-house at Zaila were in progress. Improved accommodation was provided for the Police. An Inspection Bungalow and Travellers' Rest-house was fitted up at Berbera. The sea-face retaining wall at Berberá was prolonged as far as the buildings extend.

8. Under *Provincial Services*, the progress was as follows :—

9. Under *Provincial Land Revenue Buildings*, new Mámlatdárs' Kácheris were in progress at Godhra, Jamkhed, Karad and Sirsi, and were completed at

Jambusar, Olpad, Sirur, Sinnar, Shirpur, Yával, Ravér, Ankola, Alibág, Haveri and Ránebennur. Certain additions to the Mámlatdár's Kácheri at Saswad and the Mukhtyárkarate at Mirpur Sakro were carried out.

10. The Salt Godowns at Broach were made suitable for the accommodation of the survey records of the Gujarát Collectorates, and accommodation for survey records was completed at Násik.

11. The work of converting the old jail at Surat into Public Offices was in progress. Accommodation was provided for the Sub-Registrar's Office in the City Jail at Poona.

12. Bungalows for an Assistant Collector at Kaira and for a Deputy Collector at Mirpur Khas were completed, and a District Bungalow was built at Shahdadpur.

13. The buildings for the experimental Farm at Surat were completed.

14. Under *Excise buildings*, the new distillery at Godhra and Liquor sheds in the Distillery at Kotri were completed.

15. At Government House, Malábar Point, Bombay, additional incandescent gas-lights were provided, and the Aides-de-camp's bungalow added to and improved. At Ganesh Khind, Poona, additions and alterations to the staff bungalow and renewal of ceilings were in progress, and additions to the House Steward's quarters were completed.

16. Under *Political Agencies*, the Baroda Residency was re-covered with Mangalore tiles, which has much improved its appearance. The interior was decorated by His Highness the Gáekwar on the occasion of the visit of His Excellency the Viceroy. A Rájasthánik Hall was in progress a Sádra.

17. Under the head *Educational*, under buildings classed as Provincial, the Debating Theatre and Library at the Deccan College and the practising school at Dharwar were completed, and certain additions were made to the Byramji Jijeebhoy High School at Thána. An office was provided for the Educational Inspector at Karáchi. Water service to the Female Training College at Hyderabad was completed. The Telang High School at Godhra, a new High School at Sholápur, additions to the Training College at Dhárwár, and to students' and servants' quarters at the Deccan College, Poona, were in progress. A new High School at Bijápur was commenced.

18. Under private buildings assisted by Government grant-in-aid, the students' quarters at the Wilson College, Bombay, were completed. At Poona, a new class room for the Bishop's High School, and the Mahárashtra Female High School were completed. Good progress was made with the Guzarát College buildings at Ahmedabad, and the completed portions were occupied in February 1897.

19. Of private buildings undertaken wholly from contributions, at Poona, a Parsonage and Divinity School buildings for the Church Missionary Society were completed. At Bombay, additions to the residence of the Principal, Wilson College, were made, and a new cookroom for the students' quarters was provided. A Beni-Israel School at Poona, and a school-house for 300 boys at Sádra, were in progress.

20. Numerous Local Fund and Municipal school-houses were in progress or completed during the year, the most important being the schools at Dhulia and Bhiwandi.

21. Under *Ecclesiastical* the Campanile for the Church of the Holy Name belonging to the Society of Saint John the Evangelist was in prorgess.

22. Under *Law and Justice*, the Sub-Magistrate's Court at Bandra, the Small Cause Court at Broach, and additions and alterations to the Court buildings at Ratnágiri were completed. Sub-Judges' Courts at Yeola, Kárwár and Dápoli were in progress, and those at Jambusar, Kapadvanj and Viramgam were commenced.

23. Under *Jails*, quarters for the Deputy Jailor and Kárkúns of the Central Prison at Ahmedabad, and bathing platforms in the Jail at Thána, were completed. Quarters for warders and clerks in the Jail at Thána were in progress. Additions of a new quadrangle were made to the new Reformatory at Yerrowdá, and a copper boiler and furnace were supplied for the dairy of the District Jail at Dhárwár.

24. Under the head *Police*, at Bombay, the Head-quarter Police Offices and Lines were completed. Police Lines and other buildings at various places were in progress or completed, the most important being the Head-quarter Police Lines at Sholápur, the City Police Lines at Poona, and the conversion into Police Lines of the building near the Judge's Court-house at Sátára. Mounted Police Lines at Pálanpur and quarters for the Thándár at Santhal in Kátosan Táluka were in progress.

25. Under *Medical*, at Poona, the drainage arrangements of the Sassoon Hospital were improved. At Surat, the Morarji Vrijbhukandas Hospital for women and children was completed.

26. Among the works in progress were the combined mortuaries and *post-mortem* room in the Jamsetji Jijeebhoy Hospital at Bombay, and additions and alterations to the Hospital at Sádra, and the Scott Hospital at Pálanpur.

27. The Sir Dinshaw Maneckji Petit Veterinary Hospital at Ahmedabad was completed, and a Veterinary Dispensary at Dhulia was in progress.

28. New dispensaries, and alterations to existing ones and the auxiliary buildings, were in progress or completed at various stations.

29. The Narottamdas Madhavdas Lunatic Asylum at Nowpada was in progress. Cells for insanes were provided in the Civil Hospital at Karáchi; and additions and alterations to the Lunatic Asylum at Dhárwár were completed.

30. Under *Miscellaneous*, an office and a residence for the Executive Engineer, Khándesh, were provided at Dhulia. Two blocks of permanent chawls were erected for the hamals of the Colába Observatory. The lighting arrangement at the Government Central Press was improved. Certain sheds were constructed at Pir Pao for a Quarantine camp.

31. The gross outlay on original works under the head *Communications* from Provincial and Local Funds and from contributions amounted to 6¼ lákhs. The amount has been principally spent on the completion or continuance and construction of various roads and bridges, details of which will be found in the report. The most important of the latter was the new masonry Bridge across the Godavari River at Nasik, which was completed and named the Victoria Bridge and opened for Traffic in April 1897.

32. Under the head *Miscellaneous Public Improvements*, the gross outlay on original works was 6 lákhs chiefly on works of Municipal and Local Fund water-supply and drainage. Of the former the most important was the Surat and Ránder water works, which made good progress during the year, and it is expected that the works will be opened in December 1897.

33. The Dhulia water works were completed and handed over to the Municipality in November 1896.

34. Improvements to the water supply at Yeola were in progress.

35. Of drainage projects, at Ahmedabad, the remaining experimental portion of Mr. Baldwin Latham's project was completed, and the intercepting drain at Násik was also completed.

36. Of miscellaneous works, those designed for the protection of the City of Surat from floods in the Tápti river were practically completed. The renewal of a wooden jetty at Surat was in progress, and groynes on the Auranga river near Bulsár, in Surat, and on the river at Lali, in the Kaira District, were completed.

37. The strengthening of the existing dry rubble stone pitching and the masonry retaining wall of the foreshore at Back Bay, Bombay, was continued.

33. The actual cost of *Establishments* of all classes in 1896-97 was Rs. 19,91,652 as compared with—

Rs.
20,20,515 in 1895-96,
and
20,01,062 in 1894-95.

39. The following table shows the distribution of the charges in each year from 1893-94 :—

Head of Service.	1893-94.	1894-95.	1895-96.	1896-97.
Imperial.	Rs.	Rs.	Rs.	Rs.
Military	32,887	24,073	35,345	30,534
Barrack Department	10,469	8,790	7,647	7,163
Civil Works	52,388	23,056	36,082	36,119
Irrigation	7,26,819	8,33,121	8,40,598	8,91,030
Total, Imperial ...	8,22,563	8,89,040	9,19,672	9,64,846
Provincial.				
Civil Works	9,43,473	9,48,212	9,08,597	8,42,422
Irrigation	1,656	2,626	4,475	3,711
Total, Provincial ...	9,45,129	9,50,838	9,13,072	8,46,133
Local Funds.				
Incorporated	1,27,587	1,39,246	1,47,064	1,47,415
Excluded	30,924	21,938	40,707	33,258
Total, Local Funds ...	1,58,511	1,61,184	1,87,771	1,80,673
Grand Total ...	19,26,203	20,01,062	20,20,515	19,91,652

40. The total outlay, including suspense heads, under all heads, including Irrigation, was as follows :—

		Rs.	Rs.
Military	Works and Repairs ...	1,51,074	1,90,788
	Establishment	37,750	
	Tools and Plant	1,964	
Imperial, Provincial and Local Civil Works.	Works and Repairs ...	45,15,368	56,51,129
	Establishment	10,59,161	
	Tools and Plant	76,600	
Irrigation	Works and Repairs		35,77,686
	Establishment		8,94,741
	Tools and Plant		32,551
Expenditure on stores received from England			28,566
			1,03,75,461

Of this amount, Rs. 81,85,957 excluding suspense heads, were expended on works and repairs distributed as under :—

	Rs.
Military Works...	1,51,959
Civil ,, ...	44,49,298
Irrigation ,, ...	35,84,700
Total ...	81,85,957

The total charge for Establishment being Rs. 19,91,652 as detailed in paragraph 39, gives a percentage of 24·33 on the actual outlay, of Rs. 81,85,957 as compared with 26 per cent in 1895-96.

Omitting Irrigation establishment and outlay (which must be disregarded unless the revenue is also taken into account), and Barrack Department outlay, the comparison stands thus :—

	Rs.
Outlay on Works and Repairs ...	45,89,666
Cost of Establishment	10,89,748
Percentage	23·74

The percentage in 1895-96 was 24·43 and 27·39 in 1894-95.

41. For facility of comparison the following statement is given, showing the outlay on Works and Repairs by Executive Divisions during the year :—

Divisions.	Executive Charges.	Area in Square Miles.	Outlay on Works and Repairs, 1895-96.						
			Provincial.		Local.	Imperial.			Total.
			Civil Works, including Contributions.	Irrigation.		Military, including Contributions.	Civil Works, including Contributions.	Irrigation, including Contributions.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Superintending Engineer, Northern Division.	Executive Engineer, Presidency	...	3,25,600	...	...	197	15,894	...	3,51,691
	Do. Ahmedabad (including Bhúj	3,854	1,14,799	...	90,840	40,201	30,370	32,735	3,08,945
	Do. Surat and Broach ...	3,115	85,828	...	5,70,607	718	3,027	35,278	6,98,458
	Do. Kaira and Panch Mahals.	3,570	89,332	...	87,114	3,797	9,439	570	1,90,252
	Do. Thána	4,242	1,87,818	...	89,445	787	21,886	...	2,99,936
	Total ...	14,781	8,16,377	...	8,38,006	45,700	80,616	68,583	18,49,282
Chief Engineer, Central Division.	Executive Engineer, Poona District	5,347	2,87,304	...	50,446	19,512	1,416	...	3,58,678
	Do. Poona Irrigation		1,713	...	938	13,419	...	93,680	1,09,750
	Do. Násik	5,940	1,05,219	...	89,617	2,616	1,005	10,531	2,08,988
	Do. Ahmednagar	6,666	59,159	...	72,821	51,607	96	8,149	1,91,832
	Do. Khándesh	11,287	1,71,910	...	2,21,626	480	956	...	3,94,972
	Do. Khandesh Irrigation ...		...	...	671	...	...	47,357	48,028
	Do. Sholápur	4,521	48,303	...	33,451	88	250	42,882	1,24,974
	Total ...	34,461	6,73,608	...	4,69,570	87,722	3,723	2,02,599	14,37,222
Superintending Engineer, Southern Division.	Executive Engineer, Sátára	4,987	1,46,409	...	88,771	17,595	1,544	18,573	2,72,892
	Do. Bijápur	5,757	26,806	...	71,887	...	194	1,179	1,00,066
	Do. Belgaum	4,656	1,08,901	46,002	67,962	100	1,084	13,764	2,37,833
	Do. Dhárwár	4,656	1,23,950	...	2,19,653	300	9,519	...	3,53,402
	Do. Dhárwár Irrigation ...		...	...	347	...	...	59,365	59,712
	Do. Kánara	3,910	1,34,461	...	23,813	...	3,165	...	1,61,439
	Do. Ratnágiri and Kolába ...	5,418	1,54,762	...	35,495	106	12,519	1,195	2,04,077
	Total ...	29,262	7,00,289	46,002	5,07,928	18,101	28,025	94,076	13,94,421
Indus Left Bank.	Executive Engineer, Eastern Nára	8,500	11,172	...	1,597	...	432	1,78,725	1,91,926
	Do. Fuleli Canals	3,387	16,049	...	20,828	...	839	2,46,439	2,84,155
	Do. Hyderabad Canals ...	5,660	21,758	...	941	...	136	3,12,851	3,35,686
	Do. Jamrao Canals, 1st District	...	...	...	...	...	...	5,83,585	5,83,535
	Do. do. 2nd do. ...	...	...	...	..	...	...	...	...
	Do. do. 3rd do. ...	...	...	...	...	...	...	4,88,737	4,88,737
	Total ...	...	48,979	...	23,366	...	1,407	18,10,237	18,84,039
Indus Right Bank	Executive Engineer, Karáchi Canals	6,865	78,780	...	11,952	...	7,522	2,37,190	3,35,444
	Do. Ghár Canals	1,912	9,189	...	...	...	80	1,67,282	1,76,551
	Do. Western Nára	2,500	9,205	...	5,629	...	107	1,98,093	2,13,034
	Do. Begári Canals	2,514	4,841	...	1,334	...	405	5,24,077	5,30,657
	Do. Shikárpur Canals... ...	5,424	44,700	...	16,756	...	2,323	2,82,412	2,96,191
	Total ...	31,767	1,46,715	...	35,671	...	10,437	13,59,054	15,51,877
Chief Engineer, Bombay Command, Military Work Departments.	Executive Engineer, Aden	...	13,636	...	...	...	43,653	...	57,289
	Add—Outlay by Civil Officers	...	5,513	...	...	...	2,536	3,778	11,827
	Grand Total ...	...	24,05,117	46,002	18,74,541	1,51,523	1,70,397	35,38,377	81,85,957

42. The cost of Works Establishments by Districts is shown in Appendix C The reasons why the percentages are lower in some Districts than in the other are that when works are executed by contract, the expenditure on establishment is lower, and that whereas it is practicable in certain Sub-Divisions to divide the expenditure proportionally to works in a concentrated area, it is not practicable to do so when establishment is entertained for general duties over a larger area.

43. The *Revenue* realised in the Public Works Department, as compared with the previous two years, was as follows :—

	1894-95.	1895-96.	1896-97.
Imperial.	Rs.	Rs.	Rs.
XXXI.—Military Works	11,365	12,053	10,218
XXIX.—Irrigation Major Works	5,14,910	5,76,605	4,93,217
XXX.—Irrigation Minor Works and Navigation ...	2,12,981	2,28,127	2,22,090
Provincial.			
XXXII.—Civil Works	8,85,044	8,69,993	7,86,971
XXX.—Irrigation Minor Works and Navigation ...	16,780	23,023	22,441
Grand Total ...	16,41,080	17,09,801	15,34,937

44. The *Toll* revenues, including receipts under the Highway Act, in the three years were :—

	Rs.
1894-95	6,91,700
1895-96	6,73,855
1896-97	6,14,423

45. *Famine Relief Operations.*—Owing to failure of rain in the latter part of the monsoon of 1896, famine was anticipated, and relief works were opened in various places in the Central and Southern Divisions, under the provisions of the Famine Relief Code. The Relief operations were in full swing at the close of the year. Reports on the whole of the Relief operations will be submitted through the Revenue Department at the close of the Famine.

46. Details of the principal works in progress, or completed during the year will be found under the several heads and sub-heads.

I.—CIVIL BUILDINGS.

I.—IMPERIAL SERVICES.

47. The expenditure under this head was Rs. 2,08,874, sub-divided as follows :—

	Rs.
Original Works	1,01,145
Repairs	69,252
Establishment	36,119
Tools and Plant	2,356
Suspense	2
	2,08,874

And the works carried out were as follows :—

2.—CUSTOMS.

48. **Ka'ṇara District.**—The old Custom House at Honávar being in a very dilapidated condition, a new building was commenced during the year, and Rs. 2,032 spent against the estimate of Rs. 5,761.

3.—SALT.

49. **Tha'na District.**—The Sir-kárkún's Kacheri with peons' lines at Rái Murdha, mentioned last year, was completed at a total cost of Rs. 18,390 against the sanctioned estimate of Rs. 18,405; Rs. 13,480 were expended during the year. The kacheri provides accommodation for an office in one central room 40′×27′, record-room 34′×12′, treasury-room 12′×12′ and store-room 20′ 6″×12′. The old kacheri has been converted into seven rooms for kárkúns and two blocks, each containing six rooms 12′×10′ with cook-rooms 6′×10′ in the rear, have also been constructed for them. The peons' lines are provided in two blocks: one containing seven rooms 10′×10′, and one room 12′×10′; and the other six rooms 10′×10′, and one room 12′×10′.

50. At Umella, the quarters for the Sir-kárkún, Bassein, provide one dining room 13′×14′, one sitting-room 11′×14′, a bed-room 8′×14′, a store-room $3\frac{3}{4}$′×10′ with bath and cook-rooms in rear, outside the rear verandah, and there is a verandah 7′-9″ wide in front. The out-houses provide two rooms 10′×10′ with a 5′ verandah. The building was commenced in October 1896, and was making very good progress, but plague breaking out at Bassein, the work-people ran away and the work came to a stand, the superstructure being nearly complete and all the roof materials ready for putting up as soon as the people return to work. Rs. 3,957 were expended out of the sanctioned estimate of Rs. 4,151.

51. **Ahmedabad District.**—A bungalow for the Inspector of Salt Revenue at Dhandhuka, estimated to cost Rs. 6,420, and Sir-kárkún's Kacheri at Khárágboda, estimated to cost Rs. 6,557, described in last year's report,

were completed, the former at a total cost of Rs. 5,742 and the latter of Rs. 6,222.

52. During the year the work of building kárkúns' quarters at Khárágho'da was sanctioned, the total estimate being Rs. 3,860, against which an expenditure of Rs. 3,242 was incurred before 31st March 1897. The work is in progress.

53. **Ka'nara District.**—The construction of the pier, preventive office and weighing-shed at Sánikatta, alluded to last year, was finished at a total outlay of Rs. 14,257 against the sanctioned estimate of Rs. 14,626.

54. The bungalow with out-houses for the Salt Inspector at Houkon, on the Goa Frontier, was completed during the year at a total outlay of Rs. 6,639 against the estimate of Rs. 6,645.

55. **Dha'rwa'r District.**—The Collector of Salt Revenue having represented the necessity for quarters for an additional Assistant Inspector at Castle Rock in the Dhárwár District, the work was sanctioned and nearly carried out during the year, the outlay being Rs. 6,221 out of the estimate of Rs. 7,242. The building would have been completed by March but for the difficulty of getting wood-work from Bombay, the timber yards and workshops having been closed there owing to the plague.

56. **Ratna'giri District.**—In the Ratnágiri District, the quarters for Salt Inspectors at Banda, Saturde and Dodamarg, on the Goa and Sávantvádi Frontiers, in progress last year, were completed at a cost of Rs. 5,988, 6,235 and 5,932 against the sanctioned estimates of Rs. 6,172, 6,333 and 5,953, respectively. The Sir-kárkún's Kacheri at Dodamarg was also completed for the amount of the estimate, *viz.*, Rs. 5,542, the outlay during the year being Rs. 2,470.

57. **Kola'ba District.**—In the Kolába Collectorate, quarters for the Sir-kárkún and his establishment at Málekhind near Uran, commenced in the previous year, were completed at a cost of Rs. 10,744 against the estimate of Rs. 10,933, the outlay during the year being Rs. 2,257.

58. Quarters for the Sir-kárkún and his establishment at Umberde, sanctioned in 1887, but for which no funds have hitherto been available, were commenced, Rs. 1,070 being spent on the collection of materials. The estimate amounts to Rs. 9,951.

59. **Shika'rpur District.**—At Sukkur a second godown for the Salt Depôt commenced last year, was completed at a cost of Rs. 8,350, the outlay during the year being Rs. 1,050.

6.—POST OFFICES.

60. **Ahmedabad District.**—Additions and alterations to a portion of the old Jail to convert it into a Post Office, estimated to cost Rs. 5,486, and described in last report, were completed at a total cost of Rs. 4,562, the expenditure during the year being Rs. 2,287.

7.—TELEGRAPH.

61. **Kara'chi District.**—At Karáchi certain additions and alterations were made to the Indo-European Telegraph Buildings at a cost of Rs. 3,602 against the estimate of Rs. 3,655.

SOMALI COAST WORKS.

62. The total expenditure incurred during the year on the Somali Coast was Rs. 31,264 against the grant of Rs. 30,164, and the works carried out were as under:—

Rs. 1,858 were spent during the year in putting in good order the roof of the Customs House at Berbera.

The works at the Residency and Court-house at Zaila were in progress on 31st March 1896 and were completed during the year at a total cost of Rs. 36,949, of which Rs. 9,030 were spent during the year.

No. 2 Block of Police Lines at Berbera, which had been destroyed by fire, was reconstructed and some petty alterations to Nos. 1 and 3 blocks were made at a total cost of Rs. 10,815.

No. 4 Military Bungalow at Berbera was transferred to the Civil Department and converted into a combined Inspection bungalow and Travellers' Rest House, by additions and alterations, at a cost of Rs. 3,520.

The sea face retaining wall at the Customs Pier Berbera was prolonged along the sea face, as far as the buildings extend, at a cost of Rs. 3,661.

II.—PROVINCIAL SERVICES.

63. The expenditure from Provincial and Local Funds and Contributions, including the outlay on Forest and Customs buildings, was Rs. 21,02,414, subdivided as under:—

	Rs.
Original Works	11,71,661
Repairs	4,03,542
Establishment	4,97,669
Tools and Plant	29,542
	21,02,414

And the works carried out were as follows:—

8.—ADMINISTRATION.

4.—Land Revenue Buildings.

64. Mámlatdárs' Kacheris on the standard plan were in progress at Jámbusar in the Surat District; at Godhrá in the Panch Máhals District; at Jámkhed in the Ahmednagar District and at Karád in the Sátára District. The estimated cost of the Jámbusar Kacheri is Rs. 28,100, out of which Rs. 12,097 have been spent to end of the year. The Godhra Kacheri is estimated to cost Rs. 14,746. It has no record room. The outlay during the year was Rs. 9,916. Rs. 6,116 were spent on the Jámkhed Kacheri. Its estimated cost is Rs. 34,436. The Karád Kacheri is estimated to cost Rs. 32,034. The outlay to the end of the year was Rs. 19,822.

65. Mamlatdárs' Kacheris were completed at ten places during the year, at (1) Olpád in the Surat District, estimated to cost Rs. 21,924, the outlay during the year being Rs. 9,282; at (2) Sirur in the Poona District, estimated to cost Rs. 27,767, the outlay during the year being Rs. 15,107; at (3) Sinnar in the Násik District, estimated to cost Rs. 28,378, the outlay during the year being Rs. 27,945; at (4) Shirpur, (5) Yával and (6) Ráver in the Khándesh District, estimated cost of Rs. 32,371, 31,570 and 15,198, the total outlay on each being Rs. 30,273, 29,771, and 13,413, and the expenditure during the year being Rs. 1,310, 23,942 and 5,509, respectively; at (7) Ankola in the Kánara District, estimated to cost Rs. 28,380, the outlay during the year being Rs. 26,276; at (8) Alibág in the Kolába District, estimated to cost Rs. 20,608, the outlay being Rs. 19,644; and at (9) Háveri and (10) Ránebennur in the Dhárwár District, estimated to cost of Rs. 29,581 and 27,085, the outlay being Rs. 29,581 and Rs. 28,303 respectively. A Mámlatdár's Kacheri was commenced at Sirsi in the Kánara District, estimated to cost Rs. 34,620, and an expenditure of Rs. 1,178 was incurred, but the work was stopped, owing to famine.

66. The remaining work of converting a portion of the present Jail into Public Offices at Surat, described in last year's report, was in progress. Rs. 8,102 were spent from the commencement of the work and Rs. 3,080 during the year. The portion of the Jail to be altered was occupied by the Survey Records till February 1897, when they were transferred to the Broach godowns, which were prepared for their reception.

67. The work of converting the Salt Godown at Broach into a building for the Survey Records of the Gujarát Collectorates was completed at a total cost of Rs. 13,552, the sanctioned estimate amounting to Rs. 13,089.

68. The buildings for the experimental farms at Surat, described in last year's report, were completed at a total cost of Rs. 17,698, of which Rs. 6,695 were spent during the year.

69. A bungalow for the Assistant Collector at Kaira, which was in progress during last year, has been completed at a total cost of Rs. 10,539. The bungalow has been occupied since the 1st June 1896.

70. The conversion of the old carpenters' shed into Sub-Registrar's office in the City Jail, Poona, consisting of a store-room $19\frac{1}{2}' \times 15\frac{3}{4}'$ and three offices, two $19' \times 14'$ each and one $19\frac{1}{2}' \times 14'$, also a verandah, was completed. The amount of estimate was Rs. 2,788 and the expenditure during 1896-97 was Rs. 2,402.

71. The renewal of the roof of the Mámlatdár's Kacheri at Sáswad was completed. The roof of the district bungalow, which forms part of the Kacheri, was finished. Extra accommodation for dressing and bath-rooms has also been provided. The amount of revised estimate was Rs. 19,472, the expenditure during 1896-97, Rs. 2,656, and the total expenditure Rs. 19,468.

72. The new Mámlatdár's Kacheri at Jámkhed is on the standard plan. The walls were built up to 7 feet from plinth level and all doors and windows were fixed. The amount of estimate was Rs. 34,436 and the expenditure during the year Rs. 6,116.

73. The record buildings at Násik described in the report for 1895-96 have been completed and handed over for occupation. The expenditure during the year was Rs. 1,519 against the sanctioned estimate of Rs. 18,410, the total expenditure being Rs. 17,621.

74. The Survey Record-room at Dhulia was practically completed last year. Doors, record-stands and bonnets to windows were fixed this year and the building handed over. The estimated cost was Rs. 20,481 and the total outlay from commencement of the work Rs. 20,646, of which Rs. 1,828 were spent during the year.

75. Additions and alterations to the Collector's Office at Alibág in the Kolába Collectorate, commenced in 1894-95, were completed at a cost of Rs. 19,327 against the estimate of Rs. 19,750, the expenditure during the year being Rs. 356.

76. Accommodation for the survey records (duplicate survey record building) at Sátára was completed at a total outlay of Rs. 14,213 against the estimate of Rs. 13,421, the outlay during the year being Rs. 843.

77. The accommodation in the Mukhtyárkar's Kacheri at Mirpur Sákro in the Karáchi Collectorate was commenced and completed at a cost of Rs. 3,047 against the estimate of Rs. 3,189.

78. The work of removing and renewing the roof of the Mukhtyárkarate at Shahádádpur in the Ghár Canals District was taken in hand, and the outlay during the year was Rs. 2,621 against the estimate of Rs. 3,324.

79. A residence for the Deputy Collector, Nára Valley in the Eastern Nára District (at Mirpur Khás) was commenced and completed at a cost of Rs. 6,059 against the estimate of Rs. 6,219.

80. A district bungalow at Shahádádpur in the Hyderabad Canals District, for the accommodation of officers on tour, was constructed, the cost being Rs. 6,139 against the estimate of Rs. 6,049.

5.—EXCISE BUILDINGS.

81. The Distillery at Godhra, which was described in previous reports, has been practically completed during the year, except only the wire fencing

which remains to be fixed. The Abkári contractors have begun to fix their plant in the building, and actual distilling is expected to begin from the 1st of July. The accounts of the building will be closed soon and a final saving of between Rs. 5,000 and Rs. 6,000 is expected out of the estimate of Rs. 71,616.

82. Outlay to the extent of Rs. 9,972 was incurred during the year on the construction of two liquor sheds, which form part of the project for a new distillery at Kotri, estimated to cost Rs. 66,688. The total outlay up to 1896-97 was Rs. 17,930.

6.—RESIDENCES FOR LOCAL GOVERNMENTS AND SECRETARIAT OFFICES.

83. At Government House, Malabár Point, Bombay, in addition to the provision of incandescent lights made in the previous year, the following lights were found desirable and provided in the year under report:—

21 road-side lanterns, 19 with single, and 2 with double lights.

50 lights with globes.

Certain articles required in connection with the lights, such as lighting torches, chimneys, burners, &c., were also provided. Fifty cross brackets were put up in the coves of the Drawing, Dining and Ante rooms to support the incandescent lights with globes. The total expenditure amounted to Rs. 7,005, of which Rs. 4,088 were expended during the year.

84. The existing Aides-de-Camp's quarters, having been found barely sufficient to afford accommodation to two officers, were enlarged by extensions on the north and south sides to accommodate four officers. The additions consist of two main rooms, 25 feet in length and 17 feet in breadth. Suitable bath-rooms and dressing rooms were also provided with a passage 5 feet broad in rear; an eight-feet verandah was made on three sides of the building. The construction is of rubble stone and lime masonry in foundations and plinth, with superstructure of brick-nogged walls plastered inside and out. The floors are partly of muram and partly of chunam; doors and windows are panelled and glazed. The roof is of Mangalore tiles. Rs. 6,273 were expended against the sanctioned estimate of Rs. 6,815.

85. Additions and alterations to the House Steward's quarters at Government House, Ganeshkhind, consisting of a room 15′ × 15′ to the north end and of enlarging the south end room to 15′ × 15′ (the verandah being also widened) were completed. The amount of estimate was Rs. 3,037 and the expenditure Rs. 2,894. Additions and alterations to the Staff Bungalow at Government House, Ganeshkhind, consisting of converting the existing 2 verandah rooms $27\frac{1}{2}' \times 10'$ into two main rooms $21\frac{1}{2}' \times 16'$ each and providing 2 extra verandah rooms $10' \times 10\frac{1}{4}'$ each with verandahs on sides, were in progress. The amount of estimate was Rs. 8,245 and the expenditure was Rs. 2,174. Renewing ceilings of Government House, Ganeshkhind, consisting of removing the plaster and laths and renewing the plain portions following the panelling of the ceiling was in progress. The amount of estimate was Rs. 6,603 and the expenditure Rs. 1,996.

86. New cook-rooms and servants' quarters for Government House, Karáchi, were constructed at a cost of Rs. 5,399 against the estimate of Rs. 5,422.

8.—POLITICAL AGENCIES.

87. The work of re-roofing the Residency at Baroda, which was commenced in 1895-96, was completed at a total expenditure of Rs. 11,487 against the estimate of Rs. 11,659, the expenditure during the year being Rs. 6,117. Some minor alterations were also carried out at the same time at a cost of Rs. 1,971 against an estimate of Rs. 2,069.

His Highness the Gaekwar of Baroda took the opportunity of His Excellency the Viceroy's visit for decorating the building. The main building therefore now looks better than it ever did before; and it has been at the same time made more comfortable and can accommodate a greater number of guests.

88. At Sadra, a Rájasthánik Hall estimated to cost Rs. 4,090, and intended to provide one large room 36′ 9″×27′ for Native Chiefs and Thákors attending the Political Agent's Office on duty, was in progress, and the outlay during the year was Rs. 2,560.

9.—MINOR DEPARTMENTS.

3.—Monuments and Antiquities.

89. **Ahmedabad District.**—The Archæological Buildings and Remains at Ahmedabad were repaired during the year at a total cost of Rs. 9,299.

90. **Bija'pur District.**—At Bijápur, special repairs to the Ibrahim Roza were put in hand and Rs. 486 were spent against the estimate of Rs. 2,798. Rs. 82 were spent on special repairs to the Mosque attached to the Gol Gumbaz, now used as a Travellers' Bungalow and Rs. 1,299 on the conservation of some of the other buildings.

91. **Western Na'ra District.**—The repairs to Musjid at Khudabad consisted of closing the arch openings and gaps in the outer wall, and providing a door in the front archway. The work was completed at a cost of Rs. 391.

92. **Kara'chi District.**—Coloured tiles which had fallen out from the tomb of Mian Yar Mahomed Kalhora at Khudabad were fixed in the outer wall in gypsum mortar at a cost of Rs. 80.

93. A statement is appended showing the actual expenditure on the preservation of buildings of historical and architectural interest for the five years from 1892-93 to 1896-97. Appendix A.

10.—EDUCATIONAL.

1.—Government Colleges.

Private Buildings assisted by a Government Grant-in-aid.

94. **Bombay.**—At the Wilson College, Chaupáti, the work of additional quarters for students, which was described in last report, was completed at a cost of Rs. 20,761 against the estimate of Rs. 23,452, the expenditure during the year being Rs. 330. The old building used as cook-room was pulled down, and a double-storeyed one built on the existing foundations. The building consists of a ground and a first floor, with three rooms of 10′×10′ on each floor, having a four feet verandah in front. Access to the upper floor is secured by means of a wooden staircase 3 feet wide. The plinth is raised 1′ 6″ above the level of the ground. The height of the ground floor is 12 feet from floor to floor and that of the first floor 12 feet, from floor to tie-beam. Construction is similar to that of the new students' quarters. The total expenditure amounts to Rs. 1,952 against the sanctioned estimate of Rs. 2,584.

95. As the accommodation provided in the Principal's residence at the Wilson College, Chaupáti, was found inadequate, a room 20′×17′ with a verandah on three sides, 6 feet in width, has been added towards the east side and has been carried up to the first floor. The drawing room has been enlarged by adding to it the space originally occupied by the study room, the latter being transferred to the ground floor. The enlargement on the first floor has been converted into a bed-room with a dressing and bath-room. The original staircase gives access to the new room on the first floor, some alterations having been made in the verandah. The access to the new bath room is given by adding a 3 feet gallery round the servants' staircase, in the rear. A room 8′×10′ with

a verandah of 5 feet in front has been added to the existing range of servants' quarters. Construction of both the extensions is similar in every respect to the existing work. The sanctioned estimate amounts to Rs. 7,801, of which Rs. 4,115 were expended, the accounts being not yet closed.

96. At Ahmedabad, the Gujarát College described in last report, was continued and all the buildings in connection therewith, with the exception of the Principal's residence and its out-houses, were so far completed as to allow of the College being removed to these new buildings in February 1897. The total outlay was Rs. 1,43,427 against the estimate of Rs. 1,85,057, the outlay of the year being Rs. 39,022.

97. A combined scheme for supplying water to the Gujarát College and the Ellis Bridge from the Ahmedabad Water Works estimated to cost Rs. 4,571, of which the College Committee have contributed Rs. 3,768, and the balance Rs. 803 has been provided from Provincial Funds, described in last report, was nearly completed, the total expenditure was Rs. 4,103, the outlay during the year being Rs. 492.

98. At Poona, the additions to the Deccan College, comprise the following works :—

i.—7 additional quarters for College servants.

ii.—A dining room for Lingáyats.

iii.—A cook-house to ditto.

iv.—A dining-room for Musalmáns and Parsee students.

v.—Two cook houses to ditto.

vi.—Four additional bath-rooms for students.

vii.—A store-room in the rear verandah of existing dining-rooms formed by erecting cross wooden partitions with doors.

viii.—Connecting the proposed new buildings with the existing system of surface drainage.

During the year under report the masonry items of sub-heads i to v have been completed and roofing commenced, and sub-head vii has been fully completed. The other works are in progress. The amount of estimate was Rs. 10,910 and the expenditure during 1896-97, Rs. 5,841.

99. The Debating Theatre and Library at Deccan College, Poona, as described in last report, have been practically completed. The amount of estimate was Rs. 21,475 and the expenditure during 1896-97 Rs 11,810, the total expenditure up to date being Rs. 20,844.

100. At Dhárwár, additions and alterations to the Training College were continued during the year. One important item, namely the new practising school, was completed and formally opened by His Excellency the Governor on 29th March 1897. The gymnasium, the site of which has been occupied by the practising school, was rebuilt in the College garden. The whole project has now been completed with the exception of—

(1) Workshop, which has been commenced.

(2) Conversion of the old practising school into dwelling-rooms for servants.

The total outlay to end of the year was Rs. 23,698 against the estimate of Rs. 31,940.

2.—Government Schools.

101. **Tha'na District.**—Additions and alterations to the Byrámji Jijibhoy High School, Thána, described last year, were completed and a much felt want supplied, at a total cost of Rs. 3,120, of which Rs. 917 were expended during the year.

102. **Panch Mahals District.**—The Telang High School at Godhra, which was commenced in 1895-96, has been nearly completed, except the roof over the main building, and should be finished by September 1897. A detailed description of the buildings was given last year. Rs. 21,058 were expended during the year and Rs. 30,990 from the commencement of the work. The sanctioned estimate amounts to Rs. 36,997.

103. **Bija'pur District.**—The new High School at Bijápur was commenced in January and the outlay was Rs. 998 during the year debited to the popular contribution. The estimate amounts to Rs. 40,839.

104. **Fuleli Canals District.**—The memorial tablet to the Metharam Hall at Hyderabad, referred to in last year's report, was fixed during the year at a cost of Rs. 88. The building is thus fully completed at a total cost of Rs. 15,976 against the estimate of Rs. 15,584, of which Rs. 12,000 were contributed by Dewan Metharam Gidumal.

105. The water service to the Female Training College at Hyderabad was completed during the year at a cost of Rs. 860, of which Rs. 227 were expended in 1896-97. The college has cost Rs. 42,216 against the estimate of Rs. 42,856.

106. At Karáchi, the office of the Educational Inspector in Sind was completed at a cost of Rs. 4,933 against the estimate of Rs. 4,916.

Private Buildings assisted by a Government Grant-in-aid.

107. The work of new Cathedral High School for Boys on the Esplanade, Bombay, was fully described in the previous reports. The accounts of the building were closed during the year, the total cost of the building, including the out-houses, was Rs. 1,62,245 against the estimate of Rs. 1,75,994, the payments during the year being Rs. 11,888.

Private Buildings undertaken wholly from Contributions.

108. **Ahmedabad District.**—At Sádra, a school-house to accommodate 300 pupils, which is estimated to cost Rs. 6,013, was sanctioned during the year from funds supplied by the Political Agent, Mahi Kántha. Superstructure was raised to a height 6 or 7 feet above floor level, and a sum of Rs. 4,476 spent during the year.

109. **Shola'pur District.**—A new High School, Sholápur, was designed on the pattern of the Dhárwár High School with some additions. The project provides accommodation as under—

(*a*). Main building, consisting of 14 class rooms and one central hall 25′ × 35′ surrounded on all sides by a verandah 8 feet wide. Eight of the class rooms are to be 20′×18′ each, two 20′×14′ each, two 20′×20 each and the remaining two 20′×38′ each.

(*b*). Gymnasium, consisting of one large room 20′× 50′ with pit, &c.

(*c*). Peons' quarters and water room, consisting of four rooms 10′×10′ each with a 5 feet wide verandah in front.

(*d*). Post and pipe railing, 3 feet high and enclosing an area of 445′×200′.

(*e*). Latrine.

(*f*). Urinals.

The work executed during the year was main building, portions of foundations and plinth, and plinth of the peons' quarters and water-room. The allotment for the year was Rs. 8,000 against the estimate of Rs. 47,752, of which only Rs. 2,192 were expended during the year. The reason of the short outlay was that, owing to pressure of famine relief operations, the work could not be started until very late in the year.

110. **Poona District.**—The work of constructing a Parsonage with Divinity School Buildings for the Church Missionary Society, Poona, as described in last year's report, was completed. The amount of estimate was Rs. 38,606 and the expenditure during 1896-97 Rs. 18,441, the total expenditure being Rs. 37,580.

111. The work of constructing the Maharáshtra Female High School, Poona, as previously described, was completed in all respects. The amount of estimate was Rs. 64,452 and the expenditure during the year Rs. 2,511, the total expenditure being Rs. 61,729, of which two-thirds was Provincial and one-third contribution.

112. The Beni-Israel Girls' School, at Poona, is in progress. The building is an upper-storeyed one. The ground floor is intended as a school for 180 girls and the upper floor gives accommodation for two Lady Superintendents and 6 native female teachers. Servants' quarters, a stable and a carriage shed, have been provided. The amount of estimate was Rs. 18,842 and the value of site Rs. 3,000, the expenditure during 1896-97 being Rs. 4,017, of which three-fourths was Contribution and one-fourth Provincial.

113. The construction of a new class room for the Bishop's High School, Poona, consisting of a school room, 100′×24′ ×15′ high to tie-beam, to accommodate 50 to 60 boys has been nearly completed. The amount of estimate was Rs. 8,554 and the expenditure during the year Rs. 6,378. Of this Grant, half was Provincial and half Contribution.

Local Funds and Municipal Buildings.

114. **Tha'na District.**—The School-house at Bhiwandi, described in previous reports, was completed and handed over to the Bhiwandi Municipality. It is a double storeyed building with seven rooms on each floor, and will accommodate 500 boys. The rooms are arranged so as to form an H with verandahs in front and rear of the central hall, the two staircases being accommodated in the rear verandah. The superstructure is coursed stone and lime masonry and the roof is Mangalore tile on $\frac{3}{4}$″ planking and purlins. The total expenditure amounted to Rs. 19,846, of which Rs. 5,336 were expended during the year.

115. **Ahmednagar District.**—A School-house for 60 boys at Pravara Sangam on the standard plan comprising two rooms 12′×16′ and 33′×16′ was in progress. The superstructure was completed and roofing remained to be done. The amount of estimate was Rs. 2,178 and the expenditure during the year Rs. 1,107.

116. A School-house for 50 boys at Sámwatsar on the standard design was completed at the total expenditure of Rs. 1,752 against the estimate of Rs 1,774.

117 In the Ahmednagar Collectorate a school-house for 100 boys at Rahata on the standard plan was finally completed during the year under report at the total expenditure of Rs. 3,093, against the estimate of Rs. 3,119.

118. A school-house for 50 boys at Shirdi on the standard design was completed; the amount of estimate was Rs. 1,720, and the total expenditure was Rs. 1,642.

119. In the Násik Collectorate, a school-house at Lompur, táluka Bágláu, was constructed. This is a grant-in-aid work, the estimate of which amounts to Rs. 2,602. On account of Famine Relief Works in the district, a sum of Rs. 2,502 was surrendered and consequently the work could not be begun. About Rs. 100 were expended during the year in collection of materials.

120. In the Khándesh Collectorate, a Vernacular School for 600 boys at Dhulia, described in last report, was completed during the year. The estimated amount was Rs. 46,686, and the expenditure during the year Rs. 8,554, the total outlay from commencement of the work being Rs. 46,267.

121. Additions and alterations to the school-house at Chalisgaon described in last report were complete The estimated amount was Rs. 9,860,

and the expenditure during the year Rs. 3,984. Total outlay from commencement of the work was Rs. 8,229.

122. In the Khándesh Collectorate, three major* and six minor school-houses were in progress, and the outlay during the year was Rs. 4,078 and Rs. 7,049 respectively as detailed below:—

No.	Names.	Estimate.	Expenditure from commencement.	Allotment.	Expenditure during 1896-97.	Remarks.
		Rs.	Rs.	Rs.	Rs.	
1	Constructing a school-house for 60 boys at Neri Digur.	2,378	2,247	2,378	2,247	
2	Constructing a school-house for 80 boys at Virdel.	*2,713	88	2,713 2,253	88	
3	Constructing a school-house for 60 boys at Sarungkheda.	2,284	806	460 2,284 1,427	804	
4	Constructing a school-house for 80 boys at Kasoda.	2,407	1,037	857 2,407 1,200	1,037	
5	Constructing a school house for 60 boys at Tarkheda.	2,023	1,897	1,207 2,023 123	1,897	Completed.
6	Constructing a school-house for 40 boys at Mhaswa.	1,590	488	1,900 1,590 1,100	483	
7	Additions and alterations to the school-house for 80 boys at Chalisgaon.	*9,860	8,228	490 5,000 1,000 15	3,984	Completed.
8	Constructing a school-house at Padolda for 60 boys.	2,337	576	3,985 2,337 1,543	573	
9	Constructing a school-house for 100 boys at Mohunbara.	*3,494	3,095	794 6	6	Completed in 1895-96.
	Total ...	...	...	...	11,127	

123. In the Dhárwár Collectorate, the work of providing additional accommodation for 75 boys at the present school-house at Byadgi, in progress last year, was completed at a cost of Rs. 3,437 against the estimate of Rs. 3,470.

124. A school-house for 150 boys at Shelvadi was completed during the year at an outlay of Rs. 4,907 against the estimate of Rs. 4,634.

125. In the Ratnágiri Collectorate, the school-house at Málvan in progress last year was completed at a cost of Rs. 8,350 against the estimate of Rs. 8,355, the outlay during the year being Rs. 3,076. One at Rájápur was in progress, the total outlay to end of the year being Rs. 6,498 against the estimate of Rs. 7,994.

126. In the Sátára Collectorate, additions and alterations to the school-house at Dudhgaon, in progress last year, were completed at a total outlay of Rs. 2,527 against the estimate of Rs. 2,672, the outlay during the year being Rs. 1,603.

11—ECCLESIASTICAL.

1.—Churches.

127. Construction of a Campanile for the Church of the Holy Name at Poona, as previously described, was still in progress. The tower has been nearly completed and is ready for the roof which is being prepared in the workshop belonging to the Mission. The amount of the revised estimate is Rs. 31,839, and expenditure during 1896-97 Rs. 8,998, the total expenditure up to date being Rs. 19,334.

12.—LAW AND JUSTICE.

2.—Small Cause Courts.

128. **Surat and Broach Districts.**—The Small Cause Court at Broach was completed at a cost of Rs. 8,420, of which Rs. 1,703 were spent during the year.

3.—District Courts.

129. **Thaʻna District.**—The Magistrate's Court at Bándra, described last year, was completed in May 1896. The expenditure during the year was Rs. 4,212, and from the commencement of the work Rs. 12,208.

130. **Surat District.**—In the Surat District, the Subordinate Judge's Court on the new standard design at Jambusar, estimated to cost Rs. 17,923, was in progress and Rs. 4,995 were spent during the year.

131. In the Kaira District, a new Court-house for the Subordinate Judge at Kapadvanj on the standard plan of 1895 and estimated to cost Rs. 19,723 was commenced late in the year, but on account of the financial stress, the allotment was curtailed and only the foundations were got in. These had to be nine feet deep, as the site was covered with the débris of old buildings. The bricks required for the building were got ready before the rains and before famine relief operations were begun. These bricks had to be paid for, which is the chief reason why the expenditure has been as much as Rs. 6,923. The work could now be rapidly pushed on whenever funds permit.

132. In the Ahmedabad District, a building for the Subordinate Judge's Court at Viramgam on the standard design, estimated to cost Rs. 19,487, was in progress, Rs. 6,687 were spent during the year, and the total outlay was Rs. 11,776. The superstructure had been built up to a height of 12 feet when the work was stopped owing to the withdrawal of the grant.

133. The existing building of the Subordinate Judge's Court at Yeola in the Násik District being most inconvenient, owing to its location in the town and to the inadequacy of its accommodation, a new Court-house on the standard plan was sanctioned. The expenditure during the year was Rs. 1,216 on the collection of materials against the sanctioned estimate of Rs. 21,136.

134. In the Khándesh District, the Subordinate Judge's Court-house at Nandurbar was commenced on the revised standard plan with first class accommodation. All foundations and some plinths were completed, but the work was stopped on account of Famine. The estimated amount was Rs. 18,438 and the expenditure during the year Rs. 884.

135. The Subordinate Judge's Court-house at Erandol is on the revised standard plan with first class accommodation. Owing to famine relief works being started, the work was stopped. Foundations were completed, but the plinth was left unfinished. Materials for roofs, floors and doors and windows have been purchased. The estimated amount was Rs. 19,247 and the expenditure during the year Rs. 5,491.

136. In the Kánara District, at Kárwár, the Subordinate Judge's Court-house, originally used as a Post office, being found to be entirely unsuitable as

regards accommodation, a new building on the standard plan was sanctioned and Rs. 4,987 were expended during the year against the estimate of Rs. 16,597.

137. In the Ratnágiri District, at Ratnágiri, additions and alterations to the Court buildings (portion set apart as a residence for the District Judge) estimated to cost Rs. 2,902 were completed during the year at an outlay of Rs. 2,756. The water supply of the new Court-house for the Subordinate Judge at the same place was improved, and the verandah closed in with glass, at a total cost of Rs. 444.

138. The Subordinate Judge's Court-house at Dápoli was commenced during the year and the sum of Rs. 7,500 was spent against the estimate of Rs. 21,796.

139. Barrack No. 40 at Sukkur was purchased for Rs. 20,000 for locating the Judicial Courts, &c., to be transferred from Shikárpur to Sukkur.

13.—JAILS.

1.—Central Jails.

140. **Ahmedabad District.**—At Ahmedabad, the Deputy Jailor's quarters at the Central Prison, estimated to cost Rs. 3,940, described in last report were completed during the year at a total cost of Rs. 3,988. Three additional quarters for Kárkúns, estimated to cost Rs. 2,781, were also completed during the year at a total cost of Rs. 2,512.

141. **Poona District.**—The addition of a new quadrangle to the Reformatory at Yerrowda as described in last year's report has been completed. During the year under report the new block of cells and work shed has been completed and the portion of the original enclosure wall, where the new quadrangle abuts, has been fully removed, and the newly enclosed area has been surfaced with muram and sloped for drainage. The amount of estimate was Rs. 12,381 and the expenditure during 1896-97 Rs. 7,300, the total expenditure being Rs. 12,299.

142. **Fuleli Canals District.**—The new Central Prison at Hyderabad which has been fully described in previous reports was, as mentioned in them practically completed some time ago. Some additional works required by the Jail authorities were carried out, from time to time; the principal works carried out during the year were (1) the completion of the connection of the water supply well with the Fuleli by a pipe, and (2) the construction of quarters for a chowkidár. The pump is now working fairly satisfactorily. The estimated cost is Rs. 4,59,588 and the outlay during 1896-97 was Rs. 2,172, the total cost to end of 1896-97 being Rs. 4,54,579.

2.—District Jails.

143. **Tha'na District.**—The construction of quarters for 3 clerks and 13 warders in the Criminal Jail at Thána was in progress. The accommodation is arranged in blocks of three rooms 12′×12′ each for clerks and warders, one block containing 6 rooms 10′×10′ and one room 12′×10′ and another contains 5 rooms 10′×10′ and one room 12′×10′. The work was begun soon after the rains and the superstructure was nearly complete when the plague broke out in Thána and all the work-people ran away. The materials for the roof are ready and work will be resumed as soon as work-people return to the work. The sanctioned estimate amounts to Rs. 7,613, of which Rs. 5,958 were expended during the year.

144. The construction of bathing platforms in the Criminal Jail, Thána, was completed.—8½ platforms on the Muzafferpore plan have been provided complete with stand-pipes, &c., in the various wards of the jail. The work was begun in 1895-96 and completed during the year under report at a cost of Rs. 3,111, the expenditure of the year being Rs. 766.

145. **Dha'rwa'r District.**—At Dhárwár, a copper boiler and furnace for the Dairy of the District Jail was supplied, thus completing the works alluded to last year. The total outlay was Rs. 3,769 against the estimate of Rs. 3,600.

14.—POLICE.

146. The budget-estimate for the year contained a provision of Rs. 3,09,000 for new Police buildings, of which Rs. 2,41,100 were for works in progress and Rs. 67,900 for new Major and Minor Works. The actual outlay during the year on works for this department will be found in a statement appended to this report, and the following is a brief account of the principal works carried out:—

Appendix B.

147. **Bombay.**—The Head-quarters Police Offices and Lines on the Esplanade were fully described in previous reports as regards accommodation provided and the progress since its sanction in November 1894. All the subsidiary buildings as well as the main building were completed in the year under report. They were handed over to the Police Department in November 1896, and have since been in their occupation. The following works were executed during the year under review :—

The main building was roofed in and other minor items such as laying floors, chunam plastering, &c., were carried out. The other subsidiary buildings were also completed.

Drainage was provided on the approved system, and the whole place has been plentifully supplied with pipe water.

Gas has been supplied to 16 Welschback lamps outside, and 18 inside.

Teakwood record racks have been put up in the record rooms on the first floor, and one each in the Lost property and Intestate property rooms on the ground floor at a cost of Rs. 918 against the estimate of Rs. 959.

94,000 square feet of roads were metalled and constructed in the compound.

A stone wall was constructed on the west side of the compound, 456 feet in length and 6 feet in height.

Two wells have been sunk, one at the north-east end, and one at the south-west end of the Sepoys' Lines, 6 feet in diameter each inside.

A railing has been put up along the north and east sides of the compound with four gates each 12 feet wide and one 5 feet wide.

The amount of estimate was Rs. 3,05,746 and total expenditure to date Rs. 2,08,426, the expenditure during the year being Rs. 1,34,037. The account has not yet been closed.

148. **Thana District.**—The Police Lines at Sháhápur in the Thána District were described last year. As then stated one block was completed last year and the other block was completed before the rains; the total expenditure amounted to Rs. 6,063, of which Rs. 1,714 were spent during the year.

149. **Surat and Broach Districts.**—New police lines at Olpád in the Surat Collectorate, estimated to cost Rs. 11,657, were in progress, and one block of 6 rooms was completed at a total cost of Rs. 2,504.

150. The Police Lines for 41 men at Kapadwanj in the Kaira Collectorate, and for 9 men at Tando in Panch Mahálś, which were in progress during 1895-96, were completed at a total cost of Rs. 12,227 and Rs. 2,582 respectively, and handed over for use. Both are on the standard plan, and call for no remarks.

151. Certain additions to the Police Superintendent's bungalow at Kaira, consisting of an upstair room 16′ 2″ × 16′ 4″, a store-room 10′ × 8′10″, and a lamp room 6′ × 8′10″, and a verandah to the north of the building were completed at a total cost of Rs. 3,867, the expenditure during the year being Rs. 1,374. The sanctioned estimate amounts to Rs. 3,870.

152. **Ahmedabad District.**—The Police Lines at Dhandhuka, described in last report, estimated to cost Rs. 14,261, were continued during the

year. The outlay during 1896-97 was Rs. 5,188 when further progress was stopped owing to withdrawal of the grant. The total expenditure from the commencement of the work amounts to Rs. 10,334.

153. At Palanpur, the Head-quarters of the Political Superintendent, Lines for the Mounted Police were in progress. The sanctioned estimate amounts to Rs. 20,162 and provides accommodation for 53 men, 5 camels, and 6 horses and one school-house and a Chief Constable's Office. The outlay during the year was Rs. 7,087.

154. At Santhal, in Kátosan Táluka quarters for the Thándár estimated to cost Rs. 3,260 were in progress and the outlay during the year was Rs. 1,231. Funds are provided by the Political Agent, Mahi Kántha. The progress of the work was considerably delayed owing to difficulties in connection with the site.

155. **Shola'pur District.**—The following portions of the Head-quarter Police Lines at Sholápur were completed :—The east half of block No. 1, consisting of 14 rooms 10′ × 10′ each and one room 12′×10′ with a verandah 5 feet wide in front; the west half of block No. 1 consisting of 15 rooms 10′×10′ each with a verandah 5 feet wide in front; the block of 13 rooms consisting of 12 rooms each 12′×10′ and one end room 10′×10′ with a verandah 5 feet wide in front; the sowárs' quarters consisting of 8 rooms, 7 of which measure 10′ × 10′ each and the remaining one 12′ × 10′ with a 5 feet wide verandah in front; the stables consisting of 8 stalls 11′ × 9′ each; the Chief Constables' quarters consisting of 3 rooms, of which two end rooms measure 14′×9′ each and the central one 14′×12′ with a verandah 6 feet wide in front. East and west halves of block No. 3, and east and west halves of block No. 4 were nearly completed.

All the buildings that were completed were handed over to the Police Department for occupation. The amount of estimate was Rs. 43,991, and the expenditure in 1896-97 Rs. 18,509, the total expenditure being Rs. 26,930.

156. **Poona District.**—The City Police lines at Poona have been completed with the exception of the sanitary arrangements, water-supply, &c. The amount of estimate is Rs. 71,174, the expenditure during 1896-97 was Rs. 20,001, the total expenditure being Rs. 69,850.

157. **Ahmednagar District.**—Police lines at Bari, begun in 1895-96, were completed in 1896-97 at a total cost of Rs. 1,671 against an estimate of Rs. 1,677.

158. Police lines at Sonai, which are on standard design for brick police lines and consist of 6 rooms for constables 10′×10′ and one lock-up 15′× 10′ were completed. The amount of estimate was Rs. 2,480 and the expenditure Rs. 2,464.

159. **Na'sik District.**—The accommodation provided for the police lines at Peint was described in last report. During the year under report the buildings have been raised to plinth level. The expenditure during the year was Rs. 1,534, the total expenditure on the work being Rs. 4,556 against the estimate Rs. 13,328.

160. Police lines at Sinnar, which are in two blocks and are intended for the treasury guard only, were nearly completed during the year under report and will be ready for occupation before next monsoon. The total expenditure was Rs. 1,958 against the estimate of Rs. 10,732.

161. **Dha'rwa'r District.**—On the representation of the Inspector General of Police, the Police Lines at Haveri and Ranebennur were commenced, so that they might be built simultaneously with the kacheris at those places. The lines at Haveri were completed during the year at an outlay of Rs. 4,331 against the estimate of Rs. 4,335. At Ranebennur the operations were confined to the collection of materials, Rs. 3,319 having been spent against the estimate of Rs. 8,176.

162. **Bija'pur District.**—At Bagewadi, Police lines for 19 men, commenced during 1895-96, were completed at a cost of Rs. 7,409 against the estimate of Rs. 7,477.

163. **Sa'ta'ra District.**—The accommodation in the Police Lines at Sátára being insufficient, a building at the back of the Judge's Court-house at Sátára was converted into Police quarters at an outlay of Rs. 2,736 against the estimate of Rs. 2,709.

164. The Police lines at Shirala in the Válva Táluka being in a very dilapidated condition, new lines were commenced during the year, the outlay being Rs. 1,608 against the estimate of Rs. 8,082.

165. **Shika'rpur District.**—The additions and alterations to the Police Lines at Mirpur Mathelo, commenced last year, were completed at a total cost of Rs. 9,278 against the estimate of Rs. 9,294, the outlay during the year being Rs. 6,278.

166. **Kara'chi District.**—At Khairo Dero in the Ghar Canals District, a Police Thána was completed at a cost of Rs. 2,308 against the estimate of Rs. 2,517.

167. At Karáchi, the construction of new quarters for the Head Constable of the Rural Police, commenced last year, was completed at a total cost of Rs. 5,389 against the estimate of Rs. 5,416, the outlay during the year being Rs. 1,890.

168. Office accommodation, &c., was provided at Bobi, Sinjhoro and Sháhpur.

15.—MEDICAL.

1.—Hospitals and Dispensaries.

169. **Bombay.**—Certain additions and alterations to cook-rooms, store-rooms, &c., in the Jamsedji Jejeebhai Hospital, which were described in last report, were completed at a total cost of Rs. 6,433, of which Rs. 1,618 were expended during the year; the sanctioned estimate amounts to Rs. 6,135.

170. As there were no mortuaries for Mahomedans and Christians in connection with the Jamsedji Jejeebhai Hospital at Bombay, sanction was accorded to an estimate amounting to Rs. 8,150 for the construction of combined mortuaries for Christians, Hindus and Mahomedans in one block. The building is to consist of three rooms, each 12′ × 12′ inside the pillars and 9 feet in height with a 6-feet verandah on the west. The sides of the building are to be enclosed by perforated zinc framed in wood with a doorway for each room on the verandah side. A marble table, teapoy and drainage and water fittings are to be provided for each room. The work is in progress. The expenditure during the year amounts to Rs. 3,037.

171. A *post-mortem* room in connection with the mortuaries at the Jamsedji Jejeebhai Hospital at Bombay was sanctioned. It consists of one room 30′ × 18′ with raised seats, tables, sinks, &c., and one private room 18′ × 18′ with a verandah on the north front to connect it with the combined Mortuaries. Floors of the rooms are to be of marble and those of the verandah, Indian patent stone. Marble tables, lavatory range, washing basins, water fittings and drainage are to be provided. The work is in progress. The expenditure during the year amounts to Rs. 3,037 against the sanctioned estimate of Rs. 9,030.

172. **Thana District.**—The construction of quarters for 7 menial servants and 1 Civil Medical pupil at the Civil Hospital, Thána, described last year, was completed at a total cost of Rs. 3,900, the expenditure during the year being Rs. 817.

173. The construction of additional quarters for the Assistant Surgeon in charge Kalyán Dispensary, described last year, was completed at a total cost of Rs. 4,118, of which Rs. 2,380 were expended during the year.

174. **Surat and Broach District.**—The Morarbhai Vrijbhukhandas Hospital for Women and Children at Surat, described in the previous year's report, was completed during the year; Rs. 5,623 were spent during the year, and Rs. 29,910 from the commencement of the work.

175. A Dispensary at Dehej in Wágra Táluka of the Broach Collectorate on the Standard Design A, was completed at a total cost of Rs. 5,440, and handed over to the department concerned. Rs. 509 were spent during the year.

176. **Ahmedabad District.**—Additions and alterations to the hospital buildings at Sádra in the Máhi Kántha Agency were in progress. The sanctioned estimate amounts to Rs. 4,672 and provides additional accommodation for 8 patients, 2 servants and 3 cook-rooms. The outlay duing the year was Rs. 1,314.

177. At Pálanpur, the head-quarters of the Political Superintendency of that name, a building was in progress for the accommodation of the Scott Memorial Hospital from funds raised by subscription supplemented from the general funds of the Agency. The sanctioned estimate amounts to Rs. 18,338, and provides accommodation for an Assistant Surgeon and 12 in-door patients with necessary hospital and servants' accommodation, and the outlay during the year was Rs. 6,852. The main hospital buildings provide :—

One room for dispensary	...	...	...	24′ × 18′
One operating room	...	...	...	18′ × 16′
One ward for males	...	...	...	27′ × 18′
One ward for females	...	...	...	18′ × 15′
And one small ward	...	...	...	13′ × 10′

with necessary store-rooms, latrines, &c. A separate bungalow is provided consisting of 3 rooms each 15′ × 15′ with 2 bath-rooms each 12′ × 8′, for the Assistant Surgeon with necessary out-house accommodation.

178. At Ahmedabad, a new Veterinary Hospital estimated to cost Rs. 9,489, and described in last report, was nearly completed during the year. The building has been occupied since March 1897 and a few petty items remaining to be done will be finished off within the next few weeks. The total outlay up to 31st March 1897 was Rs. 9,002.

179. **Shola'pur District.**—The quarters for the Hospital Assistant attached to the Civil Hospital at Sholápur were completed and the building handed over for occupation during the year under report. The estimated amount was Rs. 2,560 and the expenditure in 1896-97 was Rs. 1,236, the total expenditure being Rs. 2,240.

180. **Poona District.**—The improvements of the drainage of the Sassoon Hospital at Poona, comprising open gutter, laying 4″ pipes, constructing manholes, interior fittings, and connections, ventilating pipes, &c., have all been nearly completed and the laying of 6″-pipes is in progress. The amount of estimate is Rs. 10,378 and the expenditure during 1896-97 was Rs. 5,473.

181. **Na'sik District.**—Quarters for the Hospital Assistant at Satána were practically completed during the year at a total expenditure of Rs. 4,929 against an estimate of Rs. 4,780, the expenditure of the year being Rs. 754.

182. **Kha'ndesh District.**—Quarters for Hospital Assistant at Dhulia as described in last report were completed. The estimated amount was Rs. 5,920; the expenditure during the year was Rs. 2,702, and the total outlay from commencement of the work was Rs. 5,524.

183. The Dispensary at Jámner described in last report was practically completed during the year under report; some minor items such as painting, plastering, and white and colour washing remain to be done. The estimated amount was Rs. 10,776 and the expenditure during the year Rs. 6,614, the total outlay from commencement of the work being Rs. 9,740.

184. The Veterinary Dispensary at Dhulia described in last year's report was in progress; the estimated amount is Rs. 5,834 and expenditure during the year was Rs. 3,617, the total outlay from commencement of the work being Rs. 4,715.

185. **Dha'rwa'r and Kola'ba Districts.**—At Kalghatgi in the Dhárwár Collectorate and at Uran in the Kolába Collectorate, Dispensaries were com-

menced and completed at an outlay of Rs. 9,096 and 8,118· against the estimates of Rs. 9,096 and 8,919, respectively.

186. **Kara'chi District.**—At Karáchi, the construction of the cells for the insane patients at the Civil Hospital, commenced last year, were completed at a total cost of Rs. 5,796 against the estimate of Rs. 5,808, the outlay during the year being Rs. 1,996.

187. The construction of quarters for the Hospital Assistant at the Dispensary at Manora was completed at a cost of Rs. 3,479 against the estimate of Rs. 3,571.

188. **Hyderabad Canals District.**—The new Local Fund Dispensary at Sháhdádpur noticed in the last year's report was completed during the year at a total cost of Rs. 6,690, against the estimate of Rs. 6,728, the expenditure during the year being Rs. 918.

IV.—Lunatic Asylums.

189. **Tha'na**—Lunatic Asylum Works at Nowpada. The work was begun in February 1895, and provides, as per revised plans and estimates, accommodation for 251 Lunatics in 13 blocks, those for females being in a compound separate from those for males. The question of providing a separate block for Pársi Lunatics is under consideration, as Bai Dinbai N. Petit has offered to pay Rs. 20,000 towards the cost.

Two wells have been completed and a third excavated to level of springs and they supply all the water required for the works, the work-people, and for about 300 persons staying in the completed buildings, as in consequence of the Plague in Bombay, certain Secretariat clerks and other Government servants were permitted by Government to occupy these buildings. The following buildings, including those reported last year, are practically complete :—

1.	Senior Assistant Surgeon's Quarters	A^1
2.	Store and Office room	B
3.	Twenty Convalescent Male patients	C^1
4.	Nine Male Paupers (Epileptics)	E
5.	Thirteen Criminal Male patients	G
6.	Twelve do.	H
7.	Hospital for twenty males	J
8.	Do eight females	J^1
9.	Matrons' quarters	K^1
10.	Stewards' do.	L
11.	Clerks' do.	L^1
12.	Compounder's quarters	L^{11}
13.	Eight Second Class Warders, one night watchman...	M
14.	Do. do.	M^1
15.	Ten First Class Warders and one Havildar	N
16.	Cook-room for Assistant Surgeon	O^1
17.	Carpenter, Tailor and Store-boy	P
18.	Sweepers' Quarters	Q
19.	Quarters for cooks for patients	R
20.	Washermen and barbers	T
21.	Cook-room for matrons	U^1
22.	Do. for stewards	U^{11}
23.	Workshed No. 1	W^1
24.	Do. No. 2	W^2
25.	Coach-house, stables and servants' quarters	X^1

The progress on the blocks under construction is as follows:—

On one block, the superstructure of ground-floor is completed, and that of the 1st floor is about one-half done and for another block the superstructure has reached the first floor level, while on the block for dangerous lunatics the superstructure is complete up to coping of arches. In the female lunatic wards the blocks for female convalescent and for criminals are complete with the exception of the roofs. Among subsidiary buildngs, the foundations of overseers' quarters have been filled in. Thus,

all buildings not affected by the modification required, due to proposed separate provision for Parsee Lunatics, are either completed or making good progress, and are expected to be roofed in before the rains. The expenditure during the year was Rs. 1,03,685, and the total expenditure Rs. 1,53,210. The revised estimate amounts to Rs. 4,03,762.

190. **Dha'rwa'r District.**—At Dhárwár, quarters and bathing platforms for warders and sweepers in the Lunatic Asylum, in progress last year, were completed at a total outlay of Rs. 4,814 against the estimate of Rs. 4,805.

16.—MISCELLANEOUS.

Printing.

191. **Bombay.**—During the year under report the lighting at the Government Central Press was improved by the introduction of Incandescent gas lights, and provision of gas pipes and fittings was made in connection therewith at a cost of Rs, 3,595 against the sanctioned estimate of Rs. 3,673.

The following lights were provided :—

87 Welschback lights complete.

1 Arc globe light at the entrance.

4.—Public Works Buildings.

192. The work of improving the drainage of the Public Work Offices, Bombay, was described in last report; the entire cost, including the payment of Rs. 841 made during the year, was Rs. 8,832, against the sanctioned estimate of Rs. 8,846.

193. **Kha'ndesh District.**—The office and the residence for the Executive Engineer, Khándesh District, at Dhulia, described in last report were completed ; the former at an outlay of Rs. 10,652, of which Rs. 6,950 were spent during the year against the estimate of Rs. 11,165 and the latter at an outlay of Rs. 12,017, of which Rs. 8,589 were spent during the year against the estimate of Rs. 12,274. A few minor works still remain to be done; the building has, however, been occupied.

5.—Miscellaneous or General.

194. The fireproof record-room in the compound of the Observatory Buildings at Colába, mentioned in last report, was finally completed at a total cost of Rs. 2,801.

195. The original shed intended for the occupation of menial servants of the Observatory at Colába was not only of a temporary nature but was also ill-ventilated. It was replaced by two blocks of permanent character at a total cost of Rs. 3,889; each block contains six rooms 8′ × 10′ each, with a 4-feet verandah in front. Wood perforated ventilators have been provided over doors and windows. The sanctioned estimate amounts to Rs. 3,962.

196. In connection with the Quarantine Camp at Pir Pao, the following works were carried out at a total cost of Rs. 9,721 :—

One quarantine shed, one hut for Sepoy, one latrine of six seats, clearing 2 wells, and clearing the jungle. The shed affords accommodation for 50 pilgrims and is open on all sides, being 128′ 9″ in length, 22′ in breadth and 11′ 6″ in height up to tie-beam. The construction is of old iron rail stanchions well embedded in masonry footings ; the roof is of corrugated iron sheets, carried on iron trusses and teak wood horizontal purlins. The floors are paved with cut stone slabs, laid on concrete bedding. The sanctioned estimate amounts to Rs. 9,302.

197. **Ahmednagar District.**—The works in connection with the Stallion stables at Ahmednagar, described in last year's report, were completed. An additional store shed 40′ long by 20′ wide joining the end of two blocks of stables was completed, the wire fencing made good progress, and the well is nearly completed. The amount of estimate was Rs. 19,351 and expenditure during the year Rs. 17,652.

II—COMMUNICATIONS.

198. The total outlay on Communications was Rs. 25,43,777, sub-divided as under:—

	Rs.
Original Works	6,26,786
Repairs	14,11,613
Establishment	4,65,562
Tools and Plant	39,816
Total ...	25,43,777

199. A statement showing the mileage of all the roads constructed and in progress from Imperial, Provincial, and Local Funds under Public Works Agency, as well as extensions carried out during the year 1896-97, is appended to this report. Appendix D.

200. Since the last report was issued, the statements of extensions of Local Funds and Municipal roads, maintained by Civil Agency, for the year 1893-94 have been issued as supplements to that report; and the statements for 1894-95 are now under preparation.

201. A statement showing the progress made in the demarcation of roads in the Northern, Central, Southern and Sind Divisions for 1896-97, is also appended to this report. Appendix E.

202. A map, in three sheets, showing the progress made during the year on the principal lines of roads forms, as usual, an Appendix to the report. Appendix F.

203. The works carried out during the year were as follows:—

1.—METALLED ROADS.

A.—Bridged and drained throughout.

204. **Tha'na District.**—*Road from Sopára to Nila* (*Local*).—This road, as described last year, was completed during the year, the metal being spread and rolled. The total cost amounted to Rs. 5,992, of which Rs. 483 were expended during the year.

205. *Road from Wevji to Umbergaon* (*Local*).—This road, which was also described last year, was nearly completed this year. The length of the new part is 1¼ miles, and it crosses two creeks which used to give a good deal of trouble before the road was made. It thus meets a long-felt want. It is metalled and completely drained, there being two culverts and one drain in the section. The total cost of the work amounts to Rs. 7,004, of which Rs. 4,464 were expended during the year.

206. **Surat and Broach Districts.**—*Broach-Jambusar Road* (*Local*).—The metalling of miles 9 to 12 was completed, with the exception of the 12th mile, which has been provided with a layer of kunker instead of metal. Rs. 898 were expended during the year, and Rs. 28,748 from the commencement of the work.

207. *Road from new Udwada Railway Station to Udwada Village (Local).*—This work, described in previous year's report, was completed at a total cost of Rs. 24,941, and opened to traffic. Rs. 8,935 were spent during the year.

208. *Broach-Dehegám Road (Local).*—The metalling of the first two miles of the road estimated to cost Rs. 10,071 was in progress, and Rs. 9,265 were spent during the year.

209. **Kaira District.**—*The metalling of the Nadiad-Kapadwanj Road (Local),* which was commenced in 1892-93, has been completed at a total cost of Rs. 61,711 against an estimate of Rs. 67,073. Rs. 1,895 were expended during the year This work completes the metalling of the whole length of road from Nadiad to Kapadwanj (27 miles).

210. *Kaira and Mehmadabad Road (Local).*—The metalling of the 4th mile of this road was completed at a total cost of Rs. 5,016 against an estimate of the same amount and the outlay during the year was Rs. 1,443.

211. **Ahmedabad District.**—*Road from Harsol to Talod (Provincial).*—This road, intended to connect the Railway Station at Talod on the Ahmedabad-Prantej Railway now under construction with the metalled roads connecting Modasa, Baád and Kapadwanj with Harsol, and estimated to cost Rs. 37,506, was in progress, and the outlay during the year was Rs. 8,031. The length of the line, which is to be made a first class metalled road, is about 6 miles and the road is to be 20 feet in width. The metalled surface is to be only 12 feet in width. The only important masonry work on the line is the bridge over the Loni River. This bridge is to consist of 3 spans, each 25 feet in width. The roadway is to be carried on round jungle teakwood rafters supported on rolled steel beams resting on masonry piers and abutments.

212. *Dhandhuka-Tagdi Road (Local).*—A further sum of Rs. 989 was spent in improving this road during the year. The total expenditure to the end of the year was Rs. 22,819 against the estimate of Rs. 24,843.

213. *Re-making the road from Ahmedabad to Dholka (Local).*—This work, estimated to cost Rs. 13,487, was in progress, and the outlay during the year was Rs. 6,924. This is a small length of road in the direction of Dholka from Ahmedabad, which was metalled some years ago, and is at present in a very bad state of repair. It is proposed to provide a new layer of kunker 3″ in thickness over this road for a width of 12 feet.

214. *Metalling the 1st mile of road from the Astodia Gate to the Chandola tank, and metalling with Pali stone the portion of the Bareja Road from the Jamalpur Gate to Chandola, and Sháhá Alam to Astodia.*—These two sections refer to different portions of the same (Local) road from Ahmedabad to Bareja *viâ* the Chandola Tank. The traffic on this portion is heavy and it is proposed to metal it with stone metal. The metalling when completed will be a great boon to the traffic both from the City and the villages. A sum of Rs. 6,910 has been expended against the total sanction of Rs. 7,730.

215. **Sholapur District.**—*Bridge over the Harni River on the Poona-Hyderabad Road, Section III (from Sholápur to Tandulwádi).*—The damaged portion of this bridge was completely restored during the year under report. The amount of estimate was Rs. 12,928 and the expenditure during 1896-97 Rs. 4,265, the total expenditure being Rs. 11,279.

216. *Bridge over the Bhima River at Pandharpur.*—The construction of a bridge over the river Bhima at Pandharpur was commenced in October 1896. Petty contracts for supplying stones and excavating foundations were given. Stones worth about Rs. 2,500 were broken at quarries but these could not be brought to the site of the bridge, owing to want of draught cattle due to famine. The work was therefore practically suspended. Construction of the buildings in connection with the bridge for stores and for shelter to the subordinate in charge was given out by contract. But the contractor failed to complete them within time on account of want of cattle for carting stones. The superstructure of the buildings was completed. The amount of estimate Rs. 5,17,712, of which the

Municipality contributed was Rs. 30,847; the expenditure during the year was Rs. 742 and the total expenditure at the close of the year Rs. 1,173.

217. **Na'sik District.**—*Masonry Bridge across the Godáveri River at Násik.*—The bridge, which has five 60 feet and five 25 feet span arches and whose dimensions and construction have already been described in previous reports, was completed during the year at a total cost of Rs. 1,46,459, against the estimate amounting to Rs. 1,39,228. It was opened for the public use on the 5th of April 1897 by His Excellency Lord Sandhurst, G.C.I.E., Governor of Bombay, and was then named the "Victoria Bridge" in commemoration of the Diamond Jubilee of Her Imperial Majesty the Queen Empress. Government contributed Rs. 25,000 towards the work.

218. **Dha'rwar District.**—*Road between Karajgi and the Southern Mahratta Railway Station at Karajgi (Local).*—The work was continued and completed during the year according to the sanctioned design. It joins the town of Karajgi to the Railway Station, 3 miles distant. The total outlay was Rs. 19,957 against the estimate of Rs. 19,485.

219. **Ka'nara District.**—*Kárwár-Bellary Road—Section from Kárwár* viâ *Arbail Ghát to the Kárwár boundary at Sangtikop (Provincial).*—Special Repairs to the Handimadi Bridge were in progress. The expenditure during the year was Rs. 7,884, the total outlay to the end of the year being Rs. 11,035 against the estimate of Rs. 13,536.

B.—Partially Bridged and drained.

220. **Surat and Broach Districts.**—*Road from Sachin to Lajpur (Sachin State).*—The bridge over the Bhagipul Nála, estimated to cost Rs. 3,998 and described in last year's report, was completed at a total cost of Rs. 3,992, of which Rs. 2,5 21 were spent during the year.

221. **Kaira and Panch Maha'ls.**—*Godhra and Shera Road.*—This road and the road from Urwada *viâ* Morwa to the South Frontier have been made Provincial Roads from 1st April 1897. Government gave a grant towards metalling this road this year. This grant was fully utilized, and raises the total expenditure to the end of March 1897 to Rs. 23,359. Of this amount Rs. 13,402 are from Local and Rs. 9,957 from Provincial Funds. The sanctioned estimate amounts to Rs. 47,304.

222. **Kha'ndesh District.**—*Jalgaon-Dharangaon Road.*—The metalling of the section from Jalgaon to Paldhi, 7 miles of this road, described in the previous report, was practically completed. The work done this year was for 5 miles. The estimated amount was Rs. 14,462 and the expenditure during the year Rs. 1,497, the total outlay from commencement of the work being Rs. 14,065.

223. **Ka'nara District.**—*Road from the Mysore Frontier near Talguppa to Gersappa (Provincial).*—The work of metalling the first portion of 15 miles was in progress. The total outlay to the end of the year was Rs. 41,521 against the estimate of Rs. 42,657. The metalling of the remaining $9\frac{7}{8}$ miles of this road was completed at a total outlay of Rs. 19,582 against the estimate of Rs. 19,600.

224. *Road from Yellápur to Bankápur* viâ *Mundgod (Provincial).*—The work of reconstructing bridge No. 3 in mile No. 15, in progress last year, was completed at a total outlay of Rs. 3,404 against the estimate of Rs. 2,887.

2.—UNMETALLED ROADS.

A.—Bridged and drained throughout.

225. **Tha'na District.**—*Branch road connecting Pápdi Gokhirwa and Satavli Khind (Local).*—This is a part of an old road to Toongar Hill now abandoned, but as the Satavli Khind Road was made some years ago, it was necessary to improve the part from Khárághoda near Gokhirwa to the beginning of the Satavli Khind Road and the work was begun in January 1897, and fair

progress was made on earthwork. The sanctioned estimate amounts to Rs. 3,208, of which Rs. 466 were spent during the year.

226. **Surat and Broach Districts.**—*Broach-Jambusar Road* (*Local*).—Spreading sand in the 3 miles between Amod and Magnad on this road, estimated to cost Rs. 4,733 and described in last year's report, was in progress. Rs. 404 were spent during the year and Rs. 4,132 from the commencement of the work.

227. *Broach-Zadeshwar Road* (*Local*).—This road, which is 2¼ miles long and is estimated to cost Rs. 8,673, was in progress. The earthwork was nearly completed and gravel was partly collected at a total cost of Rs. 5,139.

228. *A road from Dehegám to Kukerwáda in Broach Táluka* (*Local*).—The work on this road estimated to cost Rs. 5,824 was in progress. The embankment and a bridge were completed and gravel collected at a total cost of Rs. 5,310.

229. *A road from Ránder to Bhesan in Olpád Táluka of the Surat District* (*Local*).—This road, estimated to cost Rs. 9,435, was in progress and Rs. 484 were spent during the year. The length of the road is a little over two miles.

230. *A gravelled road from Jafferali Gate, Surat, to Parsi Tower of Silence* (*Contribution*).—This road, estimated to cost Rs. 6,850, was in progress. The length of the road is 1¼ miles and the width 18′. The earthwork was partly completed and the gravel collected at a total cost of Rs. 3,346. The cost of construction has been contributed by Bái Dinbái Nusserwánji Petit of Bombay.

231. *Reconstruction of Bridge No. 19 in the 7th mile of the Balsár-Dharampur Road* (*Local*).—This work was in progress during the year. The bridge is of one span of 20′. It is to be timber-topped with stone masonry abutments and wing walls. The sanctioned estimate amounts to Rs. 3,117, of which Rs. 1,786 were spent during the year.

232. **Shola'pur District.**—*Metalling Jeur-Karmála Road* (*Local*).—Out of the total length of 11 miles, 8 miles were completely metalled last year. The remaining three miles could not be completed during the year under report on account of want of rain. The total expenditure was Rs. 17,942 and the outlay of the year was Rs. 4,651 against an estimate of Rs. 19,358.

233. *Sholápur-Akalkot Road.*—The work of improving this road from 9th mile to the limit of the road in the British territory in mile No. 18 was in progress. The total expenditure was Rs. 8,423 and the outlay of the year was Rs. 4,011 against the estimate of Rs. 8,638.

234. **Na'sik District.**—*Diversion of Savalghát portion on the main line of Násik-Balsar Road* (*Provincial*).—The earthworks, *i. e.* cutting and filling in, have been nearly completed and muram and metal collected. Some of the dry stone masonry works have been completed. The total expenditure was Rs. 19,925 against an estimate of Rs. 37,837, the outlay during the year being Rs. 7,616.

235. *Nánásighat-Barhe Road*, (*Local*).—Improvement of the surface of this road consisted of collecting and spreading stone metal on the surface of the road for a length of 14½ miles. An expenditure of Rs. 1,027 was incurred during the year, the total expenditure being Rs. 4,243 against an estimate of Rs. 8,393. The work was in progress.

236. *Road from Dholbári to Shelbári* (*Local*).—Work on this road was not in progress during the year but an expenditure of Rs. 280 was incurred in the payment of the previous year's liabilities. The total outlay was Rs. 7,946 against an estimate of Rs. 34,348.

237. *Constructing a road from Ambegam to Nánási, Táluka Dindori* (*Local*).—The work on this road during the year was the collection of metal and muram to be spread and consolidated in the ensuing rains. Some masonry works were also in progress. The expenditure during the year was Rs. 1,533 and the total outlay Rs. 6,034 against the estimate of Rs. 7,594.

238. *Improving surface of the Harsul-Thaná and Goldari Road* (*Local*).—The improvement consists of collecting metal for spreading and consolidating

during the monsoon of 1897. The year's expenditure on the work was Rs. 1,300, the total outlay being Rs. 3,097 against an estimate of Rs. 4,403.

239. **Kola'ba District.**—*Pen-Panvel Road from Kârlikhind to Palaspe (Local).*—The road was completed last year but during the year under report Rs. 534 were paid on account of compensation for land, the total outlay to end of the year being Rs. 48,708 against the estimate of Rs. 60,094.

240. **Ratna'giri District.**—*Bridge at Dhamapur on the Local Fund Road from Chauk to Nerur.*—The work of re-constructing the bridge was commenced in the year and an outlay of Rs. 2,610 incurred against the estimate of Rs. 3,876 sanctioned by the Local Board.

B.—Partially Bridged and Drained.

241. **Tha'na District.**—*Constructing a road from Ambadi to Vajreshwari (Local).*—The road will be nearly 5 miles long and 18 feet wide, and will be useful for the large pilgrim traffic to the hot springs of Vajreshwari. It will also be useful for the timber traffic to the Bandar at Mandwa on the Vaitarna. It will be a muram road with drains for minor drainage, while the Saitani River will be crossed with a paved ford. The earthwork and drains for four miles are completed, while the muram has been collected for three miles, which however will be paid for in 1897-98. The sanctioned estimate amounts to Rs. 15,787, of which Rs. 4,812 were spent during the year.

242. **Ahmednagar District.**—*Newâsa-Sheogaon-Bodhegaon Road.*—The Newâsa-Sheogaon section, described in previous reports, was completed during the year at the total expenditure of Rs. 41,977 against an estimate of Rs. 43,482.

243. *Kosepuri-Ismalpur Road.*—Metalling on the first and 3rd miles of this road was completed at the total cost of Rs. 2,162 against an estimate of Rs. 2,163.

244. **Khandesh District.**—*North and South approaches to the river Tapti on the Dharangaon-Chopda Road (Local).*—The north approach to the river Tapti on the Dharangaon-Chopda Road including masonry zigzag described in last report was completed. The South approach was practically completed. The estimated amount was Rs. 37,740 and the expenditure during the year Rs. 7,920, the total outlay from commencement of the work being Rs. 11,591.

245. *Road from the Tápti River to Chopda (Local).*—The road described in the last report was stopped on account of famine, and the contract cancelled with the consent of the contractors. Work done in the year was 7½ miles earthwork, 8 miles muram surfacing and rolling, and 5 miles masonry works. The estimated amount was Rs. 51,234 and the expenditure during the year Rs. 8,732, the total outlay from commencement of the work being Rs. 38,073.

246. *Improvement to Bhadgaon-Talwada Road (Local).*—The work described in last report was completed. The estimated amount was Rs. 6,222 and the expenditure during the year was Rs. 134; the total outlay from commencement of the work being Rs. 5,238.

247. *Road from Amalner to Chopda (Local).*—The work described in last report was practically stopped on account of famine. Earthwork was finished, all muram collected on quarries and on about 4·33 miles was carted and 4·33 miles were rolled. Masonry works on 3 miles were carried out. The estimated amount was Rs. 67,429 and the expenditure during the year Rs. 17,646, the total outlay from commencement of the work being Rs. 51,279.

248. *Metalling Songir-Nandurbar Road (Local).*—The work described in last report was stopped on account of famine. 369,000 cubic feet metal was collected and 10 miles were rolled. The estimated amount was Rs. 32,921 and the expenditure during the year 8,416, the total outlay from commencement of the work being Rs. 26,149.

249. *Metalling Erandol-Dharangaon Road (Local).*—This road, described in last report, was completed; rolling and metal collection done during the year was

for 4 miles. The estimated amount was Rs. 20,714 and the expenditure during the year Rs. 3,000, the total expenditure being Rs. 18,746.

250. *Metalling Jalgaon-Jamner Road (Local).*—The work described in previous reports was stopped on account of famine. Out of 17 miles of metal surfacing and rolling, which were completed, 5½ miles were done this year. The estimated amount was Rs. 41,458 and the expenditure during the year was Rs. 3,373, the total outlay being Rs. 31,857.

251. *Metalling Sakri-Pimpalner Road (Local).*—The work described in previous reports was nearly completed. The estimated amount was Rs. 21,999 and the expenditure Rs. 963, the total outlay being Rs. 17,815.

252. *Road from Duskheda to Anjala (Local).*—The work described in last year's report was stopped on account of famine and contract cancelled without compensation with the consent of the contractor. The work was practically completed. Rolling only remains to be done. The estimated amount was Rs. 24,718 and the expenditure Rs. 4,493, the total expenditure being Rs. 21,496.

253. *Road from Bhusawal to Jalgaon (Local).*—The work was described in last year's report. Work done during the year was 81,200 cubic feet of earthwork, 3⅝ miles muram for surfacing and all masonry works. The work will be completed by the end of September 1897 if funds are available. The estimated amount was Rs. 48,996 and the expenditure Rs. 10,971, the total expenditure being Rs. 27,446.

254. *Road from Amalner to Parola.*—The work described in last report was stopped on account of famine. Earthworks were completed and muram collected on quarry. Rolling only remains to be done. All necessary masonry works were completed and dips substituted for the rest so as to open the road to traffic after rolling, as it is not likely that funds will be available for completing the masonry works for 3 or 4 years. The estimated amount was Rs. 67,633 and the expenditure Rs. 19,802, the total outlay being Rs. 21,081.

255. *Constructing Tapti approaches on the Nandurbar-Taloda Road (Local).*—The work as described in the last report is a contract work. All earthwork has been finished, muram collected on north approach and rolling will be done in April. Muram for the south approach will be collected in 1897-98 if funds are available. The north approach will be opened to traffic after the rains. The estimated amount was Rs. 16,882 and the expenditure Rs. 8,602, the total outlay being Rs. 10,610.

256. *Neri-Ajanta Road (Provincial).*—Portion in British Territory, as described in last report, was a contract work and was continued as an ordinary work. All earthworks and 10 miles of muram surfacing were completed and 6¼ were in hand, also 11 miles of masonry works were completed. The estimated amount was Rs. 95,890, and the outlay during the year Rs. 22,758, the total expenditure being Rs. 58,258.

257. **Belgaum District.**—*Metalling Saundatti-Dhárwár Road (Local).*—Owing to the failure of the late rains it was impossible to consolidate the metal collected and partially spread on this road from miles 8 to 11 and the saving thus effected was surrendered for expenditure on famine test-works undertaken by the District Local Board. The sanctioned estimate amounts to Rs. 7,832 and the total outlay to the close of the year was Rs. 5,908.

258. *Road from Kudchi to Terdal (Local).*—The road is a short railway feeder and was described in previous reports. Here again, owing to the scanty rainfall, the surfacing materials have not been consolidated throughout, but, with this exception, the road is practically complete. The total outlay was Rs. 56,929 against the estimate of Rs. 66,856.

259. *Breaking 12 years' metal for the road from Dhárwár to Hongal via Saundatti to Gurlhosur (Local).*—The Commissioner approved of the opening of this work in case of necessity, but, beyond the expenditure of Rs. 107, in making preparations, no work was carried out during the year.

260. **Dha'rwa'r District.**—*Improving and metalling the Bala-Badámi Road, Section I, within the Savanur Territory (Local).*—Portions of this road

lying within the State boundary were in very bad order and the traffic between the towns in British Territory lying to the west of Savanur and the Railway Station at Yelvigi was considerably hampered especially in the rains. A portion within the State limits has now been put into good order and, with the exception of a small length near the town of Savanur and three nálas, which close traffic when in flood, the road is now in excellent condition. The outlay during the year was Rs. 6,580 against the estimate of Rs. 8,895.

Section II, between Gadag and Mulgund.—This is an important section of this road with heavy traffic, conveying the produce of the rich lands in the south to the mills and the Railway Station of Gadag. It has always however been in bad order and in one portion the original alignment was faulty. An entirely new length of road had therefore to be made from the village of Horti passing by the east of Mulgund and joining the original road a short distance to the south of that town. The operations of the year consisted in embanking this portion of road, collecting muram and metal for the whole length and constructing some of the masonry works. This work proved most useful in supplying labour for many people in the neighbourhood, where crops had partially failed, who though not actually reduced to destitution, were glad of employment. The whole work, with the exception of masonry drains, &c., was given out by contract early in the season, but when distress threatened, the contractor was given to understand that he must employ all who came for work and he responded to the appeal most loyally. The outlay during the year was Rs. 73,279 against the estimate of Rs. 99,029.

Section III at the town of Ron.—In heavy rain, water used to make its way through the town of Ron flooding the two roads to a depth at times of 2 feet. These roads have now been raised, culverts provided where necessary, and arrangements made for turning almost the whole of the water into a tank to the south of the town instead of through the town itself. This useful work was commenced and completed during the year. The total outlay was Rs. 4,106 against the estimate of Rs. 4,187.

261. *Constructing a road from Gajendragad to Náregal (Local).*—When it was found that it was certain that there must be an almost total failure of crops in the Ron Táluka, a call was made by the Local Board for plans and estimates for a new road connecting Náregal with Gajendragad, a considerable village, some 16 miles to the north-east and on the Nizám's boundary. The surveys were pushed on with the utmost expedition, plans and estimates were prepared, the land was marked out and acquired and work was commenced in February 1897. Though not treated as a famine relief work, or even as a test work, still the general spirit of the Famine Relief Code was followed and tasks were insisted on, the only difference being that tasks were allotted to gangs of 50 or 60 persons and not to individuals. The wages were kept low, so as not to tempt people who were not actually in need of employment to come on to the work, and arrangements were made to have weekly payments. The numbers of people increased rapidly after work was commenced and the daily average to the end of March was about 2,000. The line of road crosses a portion of the Hyderabad State, and if the State authorities complete this part, the road will probably prove a useful railway feeder. The outlay during the year was Rs. 7,987 against the estimate of Rs. 59,055.

262. *Constructing road from Nargund to Mallapur (Local).*—A project for this road was called for when there was no doubt as to failure of crops in the Nargund Petta of the Navalgund Táluka and in the Ron Táluka, and surveys were pushed on, plans and estimates prepared, the land required marked out and acquired, and work was commenced by the end of February 1897. Gang tasks were imposed and the earth-work afforded admirable employment for the agricultural labourers, the average daily attendance of whom was about 1,000. The work was treated as an ordinary work, but people were employed only on daily wages, which were kept fairly low, and arrangements were made for paying them once a week. The road will probably prove useful for local traffic, but will never be passable all the year round, as there are several large nálás to be crossed which can never be bridged except at prohibitive cost. It is, therefore, not proposed to

metal the surface but to treat it as a fair weather road only. The outlay during the year was Rs. 2,254 against the estimate of Rs. 82,000.

263. *Collecting metal for Navalgund-Ron Road in Navalgund Táluka (Local).*—As desired by the Collector, this work was opend as a test work under the provision of the Famine Relief Code. It was commenced in the second week of December 1896. In the first week, the average daily attendance was about 100, in the second nearly 400, in the third nearly 500, in the fourth nearly 600 and in the fifth nearly the same. The work was closed at the request of the Collector who intimated that the condition of the people did not demand its continuance, and no famine relief work was needed. The outlay during the year was Rs. 1,400 against the estimate of Rs. 1,55,232.

264. **Bijapur District.**—*Road from Bijápur to Bagewadi (Local).*—The total length of this road is 24 miles. Improvements to the portion of this road from the Don Nála to Mangoli, 6½ miles, were in progress, the outlay to end of the year being Rs. 7,914 against the estimate of Rs. 39,283.

4.—ROADS BANKED BUT NOT SURFACED, PARTIALLY BRIDGED AND DRAINED.

265. **Ahmedabad District** (*Local*).—A small length of road about 1,200 feet in length with a culvert 3 spans each 8 feet in width, near the village of Bareja, estimated to cost Rs. 2,719, was completed during the year at a cost of Rs. 2,177. The road and culvert are intended to remove the difficulty the villagers found during the rains and to allow at the same time sufficient waterway for the passage of surplus water of the village tank.

266. **Ka'nara District.**—*Kumbharwada-Ulvi Road (Local).*—Special repairs to the timber-topped culverts and drains were completed during the year at a total outlay of Rs. 4,125 against the estimate of Rs. 3,694.

267. **Shika'rpur Canals District.**—*Road from Rustom to Lei (Local).*—Two bridges over the Sind Canal at Sujra and Chiman on this road were commenced. They consist of 3 spans each 25 feet wide and with a roadway 16 feet. The outlay of the year was Rs. 6,500 and Rs. 3,500 against the estimates of Rs. 9,635 each.

268. *Roads from Khairpur to Ghari Dhako and from Rustom to Sujra (Local).*—Two bridges on the Mirzawáh were commenced. The former consists of 2 spans 7′ 6″ each and the latter 3 spans of 7 feet each with a roadway 16 feet in width. The bridges have been provided with wales to serve as regulators when so needed. The outlay of the year was Rs. 1,499 and Rs. 4,000 against the estimates of Rs. 3,110 and Rs. 4,305, respectively.

269. **Western Na'ra District.**—*Shikarpur Road (Local).*—The construction of a bridge over Dadejiwáh on this road at Sehwan was taken in hand during the year. It consists of 1 span of 15 feet, the springing of the arch being 12′ 6″ above pavement and level with the highest flood-level of 1894. Rise of the arch is 3 feet and width of roadway 22 feet. The outlay during the year was Rs. 3,185 against the estimate of Rs. 3,585.

270. **Surat and Broach Districts.**—*Reconstructing the bridge across the Kim River at Sahol (Local).*—The old bridge which was built by the Local Fund Department in 1868-71 at a cost of Rs. 90,000 and collapsed in the monsoon of 1881, consisted of 9 spans of 40 feet each with stone piers and abutments and stone elliptical arches with a rise of 8 feet. The new structure, which is estimated to cost Rs. 31,472, is to be a girder bridge with masonry piers. The wrought iron plate girders have been ordered from England and the teak sleepers for the roadway purchased. Rs. 4,907 were spent during the year.

271. *Wagra-Derol Road.*—A timber-topped bridge of 20 feet span over the Khandali Dip in the 2nd mile of this road, estimated to cost Rs. 2,742, was commenced and completed during the year at a total cost of Rs. 2,635, and a low-level bridge across the Bhuki River of 18 spans of 12 feet each, estimated to cost Rs. 10,211, was in progress. The bridge is to consist of old railway rail piers and the roadway is to be of Westwood and Baillie's corrugated iron flooring plates

and stone pavement. The cross and longitudinal girders as well as the bracing of the piers are to be of old rails. Rs. 5,815 were spent during the year.

272. *Zadeshwar-Sukultirth Road.*—A 20-feet span timber-topped bridge over the Khati-Amba Nála on this road, in Broach Collectorate, was commenced and completed during the year at a total cost of Rs. 2,958, which was also the estimated cost.

273. **Satara District.**—*Improving Sátára-Kas Road, Section from Sátára to Yevteshwar (Local).*—This work was taken in hand in Jauuary 1896 and completed during the year under report at a total outlay of Rs. 6,269 against the estimate of Rs. 6,215.

274. *Protecting Left Bank approach of the Mahuli crossing on the Sátára-Pandharpur Road (Local).*—This work was commenced towards the end of the year, and material was collected. The outlay during the year amounted to Rs. 2,949 against the estimate of Rs. 8,088.

275. **Fuleli Canals District.**—*Road from Bulri to Khorwáh.*—A brick masonry bridge was constructed over Gungro Dhoro to overcome the difficulty of crossing the Dhoro during the abkaláni season. It consists of one span of 20 feet with a roadway 12 feet wide with parapet and coping 2′ 6″ high, the approaches having a gradient of 1 in 30 with side slopes of $1\frac{1}{2}$ to 1. Estimate was Rs. 3,031 and cost Rs. 2,738.

6.—ROADS CLEARED ONLY.

276. **Ahmedabad District.**—*Causeway across the Bhogawa between Phedra Bridge and Gundi (Local).*—This causeway estimated to cost Rs. 5,531 and described in last year's report was in progress. The outlay during the year was Rs. 1,494, the total expenditure being Rs. 4,425.

277. **Khandesh District.**—*Masonry Dam at Shendurni (Local).*—The construction of the dam described in last report, was completed during the year under report, at an outlay of Rs. 2,391, against the estimate of Rs. 2,893, of which Rs. 1,487 were spent during the year.

278. **Dharwar District.**—*Approach Road to the ferry over the Wardha River near Saugur on Havánur-Samasgi Road, Táluka Karajgi (Local).*—The point at which the road crosses the river is not suitable for a ferry boat and a deviation has been made to allow of carts reaching the ferry crossing when the river is in flood. The work was commenced and completed during the year at an outlay of Rs. 2,700 against the estimate of Rs. 2,720.

SURVEYS.

279. **Tha'na District.**—As the rain ceased last monsoon from the beginning of August, it was apprehended that there would be short crops and necessity for famine work might arise; to provide against this, surveys for the following roads were begun, and plans and estimates taken in hand :—

The portion of the Kalyán and Karjat Road in Thána District was partly surveyed and a project for 1st section up to Kulgaon has been prepared. A survey for the last 6 miles near Karjat has also been made in the Kolába District and the survey of the rest of the road is in progress.

The first section of 10 miles of the road from Karjat to Bhimashankar in Kolába District has been surveyed and the rough plans approved by the Superintending Engineer, Northern Division. It having been noticed that a tank at Kadav on the line would prove useful as famine relief work, and also provide water for traffic on the road, it was surveyed and a project prepared.

In the Thána District the second section of the Kalwa and Belápur Road was surveyed, the plans and estimates completed and they have been submitted to the District Local Board as the work is to be carried out irrespective of its being required as a famine relief work.

280. **Ahmednagar District.**—Surveying and levelling the proposed line of road from Kotal to Brahmanwada and to the limit of Nagar District was completed.

5. INSPECTION HOUSES AND OTHER BUILDINGS.

281. **Poona District**—An Inspection bungalow with out-houses at Ghoda on the Manchar-Ambegaon Road consisting of 2 rooms 18′×14′ and 12′×14′ respectively, two verandah rooms 12′×7½′ each, a front verandah and out-houses and stables has been constructed during the year under report at a total cost of Rs. 4,771 against the estimate of Rs. 4,734.

282. **Kha'ndesh District**—An Inspection bungalow at Erandol on Mhasawad-Dhulia Road, described in last year's report, was completed. The estimated amount was Rs. 5,269 and the expenditure during the year was Rs. 2,913, the total outlay being Rs. 4,879.

283. **Sa'ta'ra District.**—The Inspection bungalows at Wáduj, Koregaon, Mhaswad, Bombowda and Raigaon on Local Fund Roads, in progress last year, were completed during the year at a total outlay of Rs. 3,065, 3,932, 2,963, 4,025 and 2,863 against the estimates of Rs. 3,079, 3,926, 3,014, 4,036 and 2,963, respectively. The Inspection bungalow at Panmalyachiwadi also on a Local Fund Road in progress last year, was nearly completed during the year. The total outlay was Rs. 2,729 against the estimate of Rs. 3,141.

7. BOAT-BRIDGES AND FERRIES.

284. **Kha'ndesh District** (*Local.*)—An iron ferry at Nimbgavan consisting of two boats, length 36′ width 21′, platform 252 square feet, was obtained from Bombay at an expenditure of Rs. 3,713 against the estimate of Rs. 3,553.

8. ACCOMMODATION FOR TRAVELLERS.

285. **Kara'chi Canals District.**—*Travellers' bungalow at Kotri* (*Local*).—The out-houses of the bungalow were reconstructed at a cost of Rs. 2,701 against the estimate of Rs. 2,717.

9. ARBORICULTURE.

286. **Tha'na District.**—The number of trees planted during the year on the Provincial Roads, was 1,008, out of which 620 died, giving a percentage of 38 surviving. The total number of trees is thus increased from 16,170 to 16,558.

287. On the Local Roads, the number of trees planted during the year was 4,212, out of which 858 died, giving a percentage of 79 surviving. The total number of trees is thus increased from 25,881 to 26,739.

288. **Surat and Broach District.**—The road side trees on the following three roads have been maintained from Provincial and Local Funds Grants :—

Provincial.

1. Road from Párdi to Chiwál.
2. Road from Daman to Wápi.

Local.

3. Road from Udwáda Railway Station to the Udwáda village.

145 new trees have been planted on the Párdi-Chiwál Road, 113 on the Daman-Wápi Road, and 500 on the Udwáda Road during the year, and 16 on Párdi-Chiwál, 46 on Daman-Wápi and 345 on Udwáda Road died during the year. There are no nurseries maintained in this District.

289. **Kaira and Panch Maha'ls.**—Two nurseries were maintained (one at Kaira and the other at Wásad) in Kaira Sub-division at a cost of Rs. 60 each during the year. The total number of trees transplanted from these nurseries was 427 during the year against 221 in the last year. In other Sub-Divisions, no nurseries are maintained, but seeds are sown or branches of trees planted. The result of nurseries in the Kaira Sub-Division is favourable this year as the number of trees transplanted is nearly double that of last year.

The following statement shows the state of trees on each road at the end of the year :—

Names of roads.	Opening balance.	Planted during 1896-97.		Total Receipts.	Died and sold during 1896-97.	Closing Balance.
		Young trees.	Cuttings.			
1	2	3	4	5	6	7
Provincial.						
Road from Kapadwanj to Bibipura including Ladwel Branch ...	3,349	...	...	3,349	450	2,899
Road from Limkheda to Jhálod, provincial portion	1,509	...	10	1,519	41	1,478
Local.						
Road from Káira to Mehemadábád ...	2,288	39	300	2,627	390	2,237
Do. do. Sabarmati river .	4,271	281	672	5,224	1,003	4,221
Do. Nadiád to Wásna ...	5,008	99	500	5,607	770	4,837
Do. Bárejdi Railway Station to Náika	5,064	9	620	5,693	705	4,988
Do. Nadiád to Kapadvanj ...	6,917	1	407	7,325	1,180	6,145
Do. Dákor to do. ...	4,185	...	...	4,185	352	3,833
Do. Páli to Bálásinor ...	1,308	...	...	1,308	78	1,230
Do. Wásad to Borsád ...	2,999	112	683	3,794	1,280	2,514
Do. Petlad to Cambay, British portion	211	421	1,062	1,694	1,153	541
Do. Páli to Hungadi ...	168	...	...	168	13	155

290. **Ahmedabad District.**—Road side trees have been planted and watered as under :—

Modása—Bibipura Road	381
Harsol—Dhánsura Road	549
Ahmedabad-Harsol Road	582
Extra Municipal Road, Ahmedabad	100
Road from foot of over-bridge approach near Kálupur to Camp Ahmedabad	50

291. **Sholapur District.**—Nurseries were maintained for plants required for road side trees in Sholápur District as usual. The road side trees were preserved and maintained throughout the year at a total expenditure of Rs. 751.

292. **Poona District.**—The road side trees along the Provincial Roads in the Poona District have been properly maintained during the year at an expenditure of Rs. 2,135 against the estimate of Rs. 2,157.

293. **Ahmednagar and Na'sik Districts.**—The trees on the Provincial Roads in these districts were maintained. The expenditure during the year was as follows :—

	Rs.
Ahmednagar-Dhond Road	51
Do. Paithan Road	277
Do. Ma'legaon Road	178
Do. Ghor River Road	34
Na'sik-Poona Road	99
	639

Newly planted trees were fenced and watered. 949 new trees were planted along sides of Provincial Roads in the Násik District at an outlay of Rs. 103, and 14,837 trees were preserved at an expenditure of Rs. 1,293.

294. **Kha'ndesh District.**—Cuttings and young plants from nurseries were made and planted early in the monsoon and watered regularly. The estimated amount was Rs. 1,800 and the expenditure during the year Rs. 1,681.

295. **Belgaum District.**—Beyond maintaining existing road-side trees on the Provincial Roads in this District, practically nothing was done. Forty new trees were planted out on the Kaládgi Road, of which 10 died.

296. **Dha'rwa'r District.**—The total number of trees planted on the road sides in this District during the year was 6,419, of which 2,133 died and 4,286 survived. The following table gives the details:—

	Trees planted.	Trees died.	Trees survived.
Poona-Bangalore Road	1,910	655	1,255
Kárwár-Bellary „	1,182	22	1,160
Dhárwár-Goa „	1,338	599	739
Hubli-Sholápur „	482	12	470
Hubli-Kumta „	108	62	46
Havánur-Ekambi „	1,315	739	576
Dhárwár Rlwy Station „	72	36	36
Dundur „	12	8	4
Total ...	6,419	2,133	4,286

The outlay on planting and maintaining trees was Rs. 1,601 during the year.

297. **Ka'nara District.**—In Kánara practically nothing was done, outlay being Rs. 85 only.

298. **Ratna'giri and Kola'ba Districts.**—On the Provincial Roads in the Ratnágiri and Kolába Collectorates the number of trees planted during the year was 4,347 as detailed below. Those already in existence were properly maintained at a total cost of Rs. 2,257 :—

Name of Road.	Number of trees planted.
Ratnágiri District.	
1 Hathkhambe-Poladpur Road	677
2 Road from Ratnágiri to foot of Amba Ghát... ...	654
3 Road from Sákharpe to Sangmeshvar	774
4 Páli-Kásarde Road	363
5 Viziadurg-Phonda Road	50
6 Karád-Chiplun Road—section from Kumbharli Ghát to Chiplun and Gawalkot	76
7 Khed-Harnai Road	65
Total, Ratnágiri District ...	2,659
Kolába District.	
8 Road from Alibág to Campoli—section from Alibág to Dharamtar	314
9 Road from Dharamtar to Campoli	275
10 Dharamtar-Nágothna Road	154
11 Nágothna-Mahád Road	178
12 Road from Bombay to Poona—section from Ulva to Chaul	191
13 Thána-Panvel Road...	154
14 Panvel-Jessai Road	123
15 Mhápral-Shirwal Road—section from Mhápral to Bhor State Boundary	160
16 Mahád-Mahableshwar Road—section from Mahád to Kineshvar	139
Total, Kolába District ...	1,688
Total, Ratnágiri and Kolába Districts ...	4,347

299. **Bija'pur District.**—The total expenditure under this head on watering and fencing road-side trees was Rs. 366, and on maintaining a nursery Rs. 58.

300. **Sa'ta'ra District.**—The expenditure incurred on maintenance, &c., of road-side trees and nurseries on six Provincial Roads was Rs. 1,156 and on 18 Local Roads Rs. 2,916.

III. MISCELLANEOUS PUBLIC IMPROVEMENTS.

301. The outlay under this head was Rs. 7,29,996, subdivided as follows:—

	Rs.
Original Works	6,10,642
Repairs	54,657
Establishment	59,811
Tools and plant	4,886
Total ...	7,29,996

2.—MARKETS.

302. **Bija'pur District.**—The construction of a new Municipal market at Bijápur was put in hand, just at the close of the year, expenditure being Rs. 9 only against the estimate of Rs. 20,326.

5.—WATER SUPPLY.

303. **Surat and Broach District.**—The Surat and Rander water-supply works, described in last year's report, were in progress. The works were greatly retarded owing to the late arrival of pipes from England, but in spite of this, considerable progress was made during the year and there is every hope of completing the works by December 1897. At the head-works, two out of the three supply wells, the two sump wells, the inlet well, the masonry towers of the two high level reservoirs and the Engineer's and Khalásis' quarters were completed, while in the City of Surat about 12 miles of distribution service was laid, and about a mile of the 22″ principal supply main completed. A number of masonry cisterns and stand pipes were also in progress. The sanctioned revised estimate amounts to Rs. 9,60,234. Rs. 3,09,519 were expended during the year and Rs. 3,23,789 from the commencement.

304. **Kaira and Panch Ma'hals Districts.**—Improvements to the tank at Wasna in Kaira District, which were in progress during the last year has been completed at a total cost of Rs. 2,874 against the estimate of Rs. 2,885. Also improvements to 4 smaller tanks in the Kaira District and 5 in Panch Máhals have been carried out during the year.

305. A well at Jesapura in the Kaira Collectorate has been completed by the method of undersinking at a total expenditure of Rs. 2,168, against the estimate of Rs. 2,551. Also 11 small wells in the Kaira Collectorate have been completed during the year.

306. **Ahmedabad District.**—A retaining wall round the Phedra tank, described in last year's report and estimated to cost Rs. 5,512, was in progress and the outlay during the year was Rs. 1,492. The total expenditure up to 31st March 1897 was Rs. 1,692.

307. **Building a retaining wall to the tank at Utelia.**—This village is situated within 3 or 4 miles of the Bhogwa, which is a tidal river and, during rains when the river overflows, the water washes away the bunds of the tank. It is therefore proposed to provide a retaining wall in order to guard against damage done at present. The work which is estimated to cost Rs. 4,333 was in progress and the outlay during the year was Rs. 421.

308. Improvements to the Sonaria Tank estimated to cost Rs. 3,150 were put in hand, and a sum of Rs. 138 was expended during the year. The work was intended to give employment near Gogo owing to the present high prices of food-grains; however, the daily number of men seeking work there did not exceed 200.

309. **Na'sik District.**—Improvements to the water-supply at Yeola consist of:—

	Estimate.
	Rs.
(1) Sinking a new well near the well A with platform, feed drain, water tank, engine shed and machinery ...	23,989
(2) Improvements to the well B.	901
(3) Do. do. C.	1,678
(4) Service reservoir	13,730
(5) Piping, fire service hydrants and earth-works, &c. ...	37,620
(6) Cisterns	42,610
Total Rs. ...	1,20,528

The work in progress during the year was on (1) and (4) only. An indent for engine, piping, &c., has been submitted to the Director General of Stores. The year's expenditure has been Rs. 11,368 against the part contribution of Rs. 19,494, which could not be fully expended owing to famine.

310. A masonry weir below the Godáveri Bridge at Násik was also completed during the year at a cost of Rs. 10,295 against the estimate of Rs. 10,334. Its object is to store water for drinking purposes during the hot season and to flush the bathing pools in the river below the bridge.

311. **Kha'ndesh District.**—A well at Warpada as described in last report was completed. The estimated amount was Rs. 5,682 and the expenditure during the year Rs. 1,434, the total expenditure being Rs. 4,724.

312. A well at Lunpula as described in last report was completed. The amount of estimate was Rs. 4,240 and the expenditure during the year Rs. 2,334, the total expenditure being Rs. 3,837.

313. The Dhulia water works described in last report were completed and handed over to the Municipality. The estimated amount was Rs. 4,16,899, and the outlay during the year Rs. 6,154, the total expenditure being Rs. 2,32,926.

314. **Belgaum District.**—Improvements to the Nipani water-supply, estimated to cost Rs. 2,685, were completed during the year at a total outlay of Rs. 2,757. A new length of 4″ cast-iron pipe has been provided to connect the iron main from the head work at Shirguppi with the principal public cisterns in the town. The value of surplus pipes more than covered the slight excess shown.

315. The following wells (Local) were constructed or completed or improved.

Village.	Estimate.	Outlay.		Remarks.
		Total.	During year.	
1. Nagnur	3,908	3,620	33	Finally completed.
2. Yedravi	2,984	2,745	2,305	Practically completed.
3. Jalikatti	2,689	1,506	1,022	In progress.
4. Hirekumbi	3,080	741	741	Do.

316. **Dha'rwa'r District.**—The Hubli waterworks have been fully described in previous reports. The works were finally completed and accounts closed in 1895-96. In 1896-97 the sum of Rs. 254 was expended on fees paid to the Chemical Analyser to Government, Bombay, for water analyses carried out in June and October 1896, and February 1897. The samples sent in February 1897 proved the water to be much more satisfactory than in the previous tests. It was intended to submit samples for bacteriological examination but owing, first to imperfect manipulation and later, to the inability of the Chemical Analyser to undertake the work, the desired tests were not obtained, but samples will be sent later on. The question of providing filter beds is being discussed by the Municipality. No decision has yet been arrived at although the Municipality are generally of opinion that both filtration and extension of the distribution are necessary.

317. The project for repairs of the Feed Channel to the Moti Talao at Savanur (State) amounting to Rs. 5,905 was submitted and sanctioned in April 1897. The work will probably be undertaken next year.

318. The following tanks and wells (Local) were constructed or completed or improved:—

Village.	Estimate.	Outlay.		Remarks.
		Total.	During year.	
Tanks.				
1. Morab	9,256	8,433	8,433	Improvements completed.
2. Neglur	3,655	3,573	3,573	Do.
3. Kurtkoti	5,470	1,614	1,614	Improvements in progress.
4. Shelvadi	3,097	1,360	1,360	
5. Ratbod	3,475	781	781	
6. Hirehal	5,732	1,526	1,526	
Wells.				
7. Hirehal	3,070	957	957	Do.
8. Hallikeri	3,266	896	896	Do.

319. **Kola'ba District**.—The waterworks at Panvel, described in previous reports, were in progress during the year. The town distribution has been nearly completed. The outlay to the end of the year was Rs. 1,02,091 against the estimate of Rs. 1,15,370.

320. **Bija'pur District**.—Wells at Tumbermatti, Jamnatti, Hulgeri and Dhamur have been in progress since 1895-96, the outlay to end of the year being Rs. 1,316, 1,560, 415 and 2,639 against the estimates of Rs. 3,685, 4,136, 2,658 and 2,798, respectively.

321. **Sa'ta'ra District**.—Projects for improving the water supplies at Karad and Wai were under preparation during the year.

6.—Sewage and Drainage.

322. **Bombay**.—The construction of drains on the Chaupáti Estate is a preliminary work in connection with the project of constructing roads and drains of the Chaupáti Estate, which it is proposed to let out on lease for building purposes. It was begun and completed during the year under report. The whole on the project consists mainly of (1) roads, (2) Sullage drains, (3) catch-water drains (4) storm water drains and (5) lighting arrangements, &c. With a view to the completion of the work mentioned in item 3 before the monsoon of 1896 and to its being tested during that time, the work on this estimate was begun and a catch-water drain to a length of 1,946 running feet has been constructed at a total cost of Rs. 9,938 against the sanctioned estimate of Rs. 9,830. The object of testing was not fully attained owing to the setting in of the monsoon soon after the commencement of the work, and the prevalence of successive storms thereafter. The catch-water drains run at the foot of the hill on three sides for the discharge of storm water, percolating at the foot of the hill or flowing downwards thereform, into the Back Bay. The drain is $1\frac{1}{2}$ feet and 2 feet wide towards the north and south sides, respectively, with a mean depth of 5 feet and is covered over with slabs wherever necessary. The construction is of brick and lime masonry on concrete bedding, finished with cement plastering.

323. **Ka'ira and Panch Maha'ls**.—The drainage channel from the town of Nadiad to the Shedi River has been completed, and handed over to the Nadiad Municipality, and its accounts closed; the total cost was Rs. 13,301 against the estimate of Rs. 13,406. This channel carried off a rainfall of $7\frac{1}{2}$ inches in eight hours successfully last August.

324. **Ahmedabad District**.—The remaining experimental portion of Mr. Baldwin Latham's sewage project, referred to in the last report, was continued and completed at a total cost of Rs. 66,230, against the sanctioned estimate of Rs. 1,04,563, of which Rs. 7,540 were spent during the year. The results obtained have been found very satisfactory.

325. **Na'sik District.**—An intercepting drain at Násik forms part of the general drainage scheme of the town, and is designed to divert down stream of the Godávari Bridge weir, the sullage of which would otherwise foul the storage up stream. The drain consists of 9 earthen-ware pipes laid to gradients, so as to discharge 234 gallons per minute at its outfall at the Balajee cesspool. In order to flush the pipes a well has been sunk near the head of the drain, and from this, water is lifted up by means of a "mote" to an iron tank 12′×8′×4′. From this is filled an 8′×4′×4′ tank in which is fixed a 4½″ Field's automatic flushing syphon, regulated by a stop cock in a locked box to flush the drain from Dangar-Utara Road. At every bend in the line of pipes there is a masonry manhole with cast-iron cover and steps to permit of cleaning when necessary. Ventilating shafts are fixed along the drain with their tops carried well above the house tops. Where cross-drains are met at points not near manholes, they are joined by means of T-pipes connected to the cross-drain by masonry. As the manholes from below the bridge are submerged during high floods, an extra outfall discharging just below it and opposite the first 60 feet arch has been made. To regulate this, coupled sluice valves worked by a lever are provided by which the sewage discharge from one pipe can be cut off and turned into the other. The outfall pipes are of cast-iron. The work was completed during the year at a total cost of Rs. 11,584 against the revised estimate of Rs. 11,689.

326. **Dha'rwa'r District.**—The Municipality has forwarded the notes and suggestions of the Sanitary Engineer on the drainage of the town of Hubli to the Executive Engineer for Irrigation, Dhárwár. A reference on the subject has been made to the President whose reply is awaited.

10.—MISCELLANEOUS.

327. **Bombay.**—The major portion of the current year's grant for strengthening the existing dry rubble stone pitching on the foreshore, Back Bay, was reduced and very little progress was made. Rs. 604 were expended in the current year bringing the total to Rs. 34,173, against the estimate of Rs. 72,283.

328. *Making a dam of lime concrete with stone facing in the old crib work on the foreshore, Back Bay.* A length of 152 lineal feet of old crib work was filled in as described in the last report, in addition to and in continuation of the 280 feet of work done in the previous year. The total expenditure at the close of the year was Rs. 16,030, against the estimate of Rs. 45,901 and the amount spent during the year Rs. 6,030.

329. **Surat and Broach Districts.**—The works for protecting the City of Surat from the Tápti river floods, estimated to cost Rs. 1,73,597 and described in previous reports, were practically completed during the year in which Rs. 8,382 were expended. The total expenditure from the commencement of the works amounted to Rs. 1,74,434.

330. The work of renewing a portion of the wooden jetty at Surat, washed away during the last heavy floods, was in progress. The portion to be renewed consists of 14 bays of 21 feet each. Rs. 4,562 were spent during the year against the sanctioned estimate of Rs. 9,033.

331. The work of constructing two groynes on the left bank of the Auranga river near Bulsár, described in the last year's report, was completed at a total cost of Rs. 4,390, of which Rs. 4,367 were spent during the year.

332. **Kaira and Panch Maha'ls Districts.**—The work of constructing groynes at Lali to protect the village from the encroachments of the Khari River has been completed at a total cost of Rs. 3,554 against the estimate of Rs. 3,558, the expenditure during the year being Rs. 2,755.

333. **Ahmedabad District.**—Providing groyne and sheet piling in the Khári River for the protection of the Thána at Dabhoda, estimated to cost Rs. 2,832, was completed during the year at a total outlay of Rs. 2,095. The Khári River was eroding its banks near the Thána at Dabhoda, and it was with

the object of preventing any damage being done to the Thána buildings, that the groynes and sheeting were proposed. The work was put in hand in May last and was completed before the rains, and has proved satisfactory. It may be found desirable to utilize the balance in putting up another groyne not originally estimated for, but this is a matter which will be decided after the effect of work done up to date is watched for the next one or two monsoons.

334. **Bija'pur District.**—The supplementary programme of clearance of prickly-pear by convicts, described in previous reports, having been transferred in December 1893 to the Jail Department, the work was carried out by that department, but the charges incurred on account of supervision of work, &c., have been debited to this department. Rs. 715 were expended during the year on account of establishment and other charges. The total outlay to the end of the year was Rs. 2,24,177 against the estimate of Rs. 2,57,873.

335. **Kara'chi Canals District.**—The Protective Bund, Kotri, which was described in last year's report, was completed during the year at a cost of Rs. 19,179, the outlay during the year being Rs. 7,178. The contribution for this work was Rs. 12,000 as under :—

Rs. 5,000 from the North-Western Railway.
„ 4,000 „ the Local Board.
„ 3,000 „ the Municipality.

while Government found the balance, Rs. 7,179.

33—FAMINE RELIEF WORKS

IN CHARGE OF THE

PUBLIC WORKS DEPARTMENT.

336. The total outlay under this head was 20¾ lákhs of rupees on works; 6¼ lákhs on repairs; half a lákh on Establishment and 2½ lákhs on Tools and Plant, as detailed below:—

		Rs.
Irrigation Works...		35,781
Military Works ...		1,289
Railway Works ...		9,562
Civil Works—		
Provincial—		
Communications ...	Original Works	4,74,619
	Repairs	5,24,109
Local—		
Communications...	Original Works	15,58,364
	Repairs	90,279
Establishment		51,867
Tools and Plant		256,850
Suspense ...		4,092
	Total ...	30,09,812

337. This expenditure was necessitated principally by the failure of the later rains of 1896. The Famine Relief operations were carried on chiefly in accordance with the Famine Relief Code of Bombay. Works were commenced at the request of the Divisional Commissioners in parts of districts where their need was established after trial by test works. Detailed reports on Famine Relief operations will be submitted by the officers in the Revenue Department. The following is a summary of the works carried out under the supervision of the officers of the Public Works Department;—

II.—COMMUNICATIONS.

I.—METALLED ROADS.

A.—BRIDGED AND DRAINED THROUGHOUT.

338. **Poona District.**—*Bombay Mail Road*—Collecting metal on this road from Dapuri to Campoli was commenced on 29th January 1897, as a Famine Relief work. The amount of estimate was Rs. 66,514, and expenditure during 1896-97, Rs. 6,248.

339. **Ahmednagar District.**—*Collection of metal on Nagar-Sirur Road.*—Work was commenced on 30th November at Chass on 8th mile and the camp was subsequently moved to 12th and to 15th miles. The numbers on last day of each month were as given below and the figures include non-working children:—

November 1896 ...	57
December „ ...	1,683
January 1897 ...	3,570
February „ ...	4,010
March „ ...	2,852

The reduction in numbers during March was due to labourers being drafted to Kapurwádi Tank. The quantity of metal broken was 180,000 cubic feet, and the average cost Rs. 11-14-10 per 100 cubic feet or about 2¼ times the normal cost. The average monthly number on works was 2,686, the expenditure including cost of huts and kitchens was Rs. 22,767 or Rs. 5,692 a month equal to Rs. 2-2-0 per head per month. The amount of estimate was Rs. 51,834 and the expenditure during the year Rs. 22,767.

340. **Dha'rwar District.**—*Gokak-Nargund Road (Provincial).*—This is a continuation (6 miles only being in the Dhárwár District,) of the Local muram road from Gokák to the Dhárwár boundary near Nargund. The estimate for this work was first sanctioned in Government Resolution No. 221 C. W.—1190, dated 25th July 1894. When the autumn rains failed and there appeared to be every possibility of famine relief works having to be started, a small expenditure was incurred in marking out the land to be acquired. Eventually, however, no actual famine work was found to be necessary ; the Local Fund works which were commenced having fully met the demand for labour. The outlay during the year was Rs. 9 against the estimate of Rs. 31,578.

341. **Bija'pur District.**—*Road from Belgaum to Bágalkot—Section from Khajidoni to Bágalkot (Provincial).*—Rs. 25,729 were expended by famine labour for collection of metal against the estimate of Rs. 68,326.

342. *Bágalkot-Hungund Road (Local).*—Rs. 84,293 were spent by famine labour for collection of metal against the estimate of Rs. 1,87,484.

343. **Sa'ta'ra District.**—*Collecting metal on Poona-Bangalore Road (Provincial).*—A test work at Kashil (mile 86) was started on 22nd November to gauge the necessity for relief. The number of labourers increasing rapidly, the work was quickly converted into a regular relief work, the average number for the week ending 5th December being 3,786 workers and 614 non-workers. The numbers continued to increase steadily and a second camp was opened at Umraj on 24th December 1896 to which 2,000 people were transferred, and there were also large drafts to two other works which it was necessary to open. By the 6th February the average daily number had increased to nearly 10,000 workers and 2,800 non-workers. On the 4th March work at Kashil being completed, the camp was broken up and removed to the Sátára-Padli road, the Umraj Camp going on to the end of the year. Owing to the moving of the Kashil camp, the kitchen was not got into proper working order till the camp was established on the Sátára-Padli Road. At Umraj, the kitchen was established on 22nd February and was in full working order on 27th February. The estimate for the work amounted to Rs. 1,33,320 and the expenditure to Rs. 1,16,630 ; the famine abstract of the estimate amounts to Rs. 3,19,168.

344. *Collecting metal on Karad-Chiplun Road (Provincial).*—This work was started on 10th February 1897 and filled rapidly. For the week ending 20th February the average daily numbers were 2,826 workers and 990 non-workers. The work was opened in the first instance for 2,000 labourers and consequently excess numbers were drafted to the Karad-Nagaz Road, but most of the people returned to their villages, and for the week ending 6th March the average daily numbers were 1,737 workers and 652 non-workers, and no appreciable alteration occurred in the numbers till the end of the year. The kitchen on this work was opened on 7th March 1897. The estimated cost of the work was Rs. 42,876 and expenditure Rs. 8,975. The famine abstract amounts to Rs. 1,71,067.

345. *Collecting metal on Sátára-Padli Road (Local).*—This work was regularly opened on 4th March 1897, but drafts began to arrive a day or two previously as it was considered to be more useful work than collecting metal on Poona-Bangalore Road, the Road having much traffic and being badly in need of a 3" layer of metal throughout. The camp previously working at Kashil was transferred to this work and no great demand for labour was expected from the neighbouring villages. The numbers at commencement averaged 6,568 workers and 214 non-workers and average numbers from the last week in March were 7,580 workers and 307 non-workers. The estimated cost of the work is Rs. 60,023 and the expenditure was Rs. 22,160. The famine abstract amounts to Rs. 42,134. The kitchen was established on 6th March 1897 and the numbers of dependants fell off at once, children being 1,600 on the rolls on the 5th and on the 9th only 34 presenting themselves for the ration at the kitchen. This was due to the disinclination of the labourers to have their children fed in the kitchen, they preferring to feed them out of their own allowances. No falling off was noticeable in the physical condition of the children.

B.—PARTIALLY BRIDGED AND DRAINED.

346. **Poona District.**—*Poona-Sholápur Road.*—Collecting metal on this road was commenced on 18th November 1896 as a Famine Relief Work. No kitchens were opened on this work and the average number was maintained till drafting to the Bárámati-Nira Station Road was enforced when the labourers as a rule left the work. The expenditure during 1896-97 was Rs. 26,243.

347. *Junnar-Náráyengaon Road.*—Metal collection for this road was started on 25th February 1897 as a Famine Relief Work. Amount of estimate was Rs. 14,033 and the expenditure during 1896-97 was Rs. 2,459.

348. *Poona-Násik Road.*—Improvement to this road was commenced to provide employment to famine stricken people onthe 7th December 1896. It was proposed to metal the muram surface with a coat of metal. The work done consisted of breaking and stacking metal at quarries. The expenditure during 1896-97 was Rs. 59,309.

349. *Ghoda-Ambegaon Road.*—Metalling portion of Manchar-Ambegaon Road was started on 4th February 1897 as a Famine Relief Work. It was proposed to metal the muram surface, and metal is being collected and stacked at quarries. The amount of estimate was Rs. 16,613 and expenditure during 1896-97 Rs. 6,146.

350. **Shola'pur District.**—*Barsi-Yedsi Road.*—Collection of metal for 10 years' repairs to this road was in progress. The expenditure during the year was Rs. 52,100. Collection of metal for 10 years' repairs to Yedsi-Tadval Road was in progress. The expenditure during the year was Rs. 2,300.

351. **Belgaum District.**—*Road from Gokák Mills to Gokák Town (2nd Section) (Local).*—This work, sanctioned in 1894 and included in the Famine Programme, was opened on the 25th January as a test work by the District Local Board and continued so open to the end of the year, the numbers never exceeding 500 workers and 280 non-workers. The Famine abstract estimate amounts to Rs. 8,238 and the total outlay to the close of the year was Rs. 2,098.

352. *Shedbal-Athni Road, including branch to Shedbal (Provincial).*—This road will connect the Táluka town of Athni as also the considerable villages of Shedbal and Kagwad with the Railway. It will be about 24 miles in length exclusive of the branch to Shedbal village. The total amount of the sanctioned estimate is Rs. 2,33,870, but the abstract estimate for famine purposes only amounts to Rs. 49,449. Outlay for the year was Rs. 4,005 on land compensation and famine work preparations. Work itself was not opened until April when the first applicants presented themselves for relief.

353. **Bija'pur District.**—*Road from Bijápur to Miraj, Section from Bijápur to Honwad (Provincial).*—Rs. 36,193 were spent by famine labour for collection of metal against the estimate of Rs. 78,691.

354. *Ilkal-Hungund Road (Local).*—Rs. 18,974 were spent by famine labour for collection of metal against the estimate of Rs. 62,559.

355. **Sa'ta'ra District.**—*Improving Sátára-Mahábleshvar Road (Provincial).*—The work was started on 9th December 1896 with 800 labourers sent from the Kashil camp on the Poona-Bangalore Road. The numbers increased slowly at first. On 23rd January there were 2,664 workers and 167 dependants, but after that people came more rapidly until in the beginning of March there were 6,226 workers and 334 dependants. At the end of March there were 7,062 workers and 370 non-workers. Kitchens for the supply of cooked food to dependants were established on this work from the commencement, which accounts for the small proportion of dependants on this work. The Famine Abstract estimate for collecting metal on this road amounts to Rs. 60,041. The estimate for improvement is under preparation. The outlay incurred during the year was Rs. 48,958.

356. *Constructing Takári-Islámpur Road (Local).*—This work was started on 14th December 1896. There were soon 2,000 workers and then the number increased very rapidly, the works being disorganised by the sudden rush of

applicants. As on the 31st December the number rose to 4,626, it was decided to send away 2,000 people belonging to the immediate neighbourhood to the Poona-Bangalore Road and Karád-Nagaz Road relief works. These people however refused to go to the other camps. The numbers remained fairly constant through January, February and March averaging a little over 2,500 workers, with from 600 to 700 dependants. A kitchen was established on 22nd February 1897. The Famine Abstract estimate for this road amounts to Rs. 53,108 and expenditure Rs. 29,354. The road will be a very useful Railway feeder. The estimate proper amounts to Rs. 34,062.

357. *Constructing road from Ashta to Ashta Road Station (Local).*—This work was started on 10th February, and there were on the average about 2,000 workers with 285 dependants to the end of the year. A kitchen was started on 21st February 1897. The estimated cost of the work was Rs. 58,456 and the expenditure Rs. 8,844. The Famine Abstract amounts to Rs. 1,11,390. This is another useful Railway feeder road.

358. **Na'sik District.**—The Famine Relief Works in progress up to the end of March 1897, in this District, were practically confined to metal-breaking on the following roads:—

(1) Bombay-Agra Road.
(2) Málegaon-Manmád Road.
(3) Manmád-Kopargaon Road.
(4) Nándgaon-Aurangábad Road.
(5) Nasik-Poona Road.
(6) Khándesh and Nizam's Frontier Road.
(7) Násik-Dindori and Kalwan Road.
(8) Completing earthwork of the Waghad Tank Dam.

The last item is the only earthwork estimate taken in hand during the year.

359. *Improving Satána-Málegaon Road (Local).*—The improvements consist of collecting metal for metalling the worst portions of the road. The work was begun as a famine test work, funds being provided by the District Local Board, Násik. When regular famine works were opened in the vicinity it was suspended after an expenditure of Rs. 1,237 had been incurred against an allotment of Rs. 3,000.

360. **Belgaum District.**—*Honwad-Athni Road (Provincial).*—On the great through route from Bijápur westwards, through Miraj and Kolhápur, to the sea at Ratnágiri and Mirya Bay, the only unmade length of road is the 22½ miles from the Bijápur District boundary (22 miles from Bijápur City) to the táluka town of Athni in the Belgaum District. From Athni the road is aligned properly to Miraj but requires improvement, and from Miraj to Ratnágiri there is a first-class metalled road, bridged and drained throughout. To relieve the great famine pressure in the Bijápur Collectorate, the Honwad-Athni length was commenced in March 1897 and there were about 1,000 labourers up to the end of the month, about two miles of road (at the Bijápur end) had been completely banked and the whole road was aligned as far as Athni. The Famine Abstract estimate amounts to Rs. 36,999 and outlay to end of the year was Rs. 1,633 only.

361. **Poona District.**—*Construction of the BNew aramati-Nira Station Road.*—This work was proposed to connect Baramati to Nira Station, Southern Mahratta Railway. It runs parallel to the Nira Canal and is to be 25 miles long. The proposed improvements consist of masonry drains and road dams with necessary embankment and cutting. The road was to be coated with muram 9" thick. It was commenced as a Famine Relief Work on 23rd December 1896 the expenditure during 1896-97 was Rs. 26,919.

362. *Improvements to the Indapur-Baramati Road.*—This was the first work started in the Poona District to provide employment to famine stricken people. It was commenced on 10th November 1896 and closed as a Famine work on 21st February 1897, the people being drafted on to the Shetphal Tank

and Baramati-Nira Station Road. The expenditure during 1896-97 was Rs. 70,618.

363. *Poona-Hyderabad Road, Sections I and III.*—Improving and metalling this road and stacking metal for 10 years' repairs to the same were in progress. The expenditure during the year was Rs. 47,800 on Section I and Rs. 23,300 on Section III. The rate for metal per 100 cubic feet was Rs. 11-8-0 and the monthly cost per head Rs. 2-14-0.

364. *Kuslumb-Yermala Road.*—Metalling this road and stacking metal for 10 years' repairs were in progress. The expenditure during the year was Rs. 5,200. The rate for metal per 100 cubic feet was Rs. 5-13-9 and the monthly cost per head Rs. 2-3-9.

365. **Shola'pur District.**—*Yedsi Tadwal Road.*—Collection of metal for 10 years' repairs to this road was in progress. The expenditure during the year was Rs. 2,300. The rate for metal per 100 cubic feet was Rs. 8-6-4 and the monthly cost per head Rs. 2-1[illegible]9.

366. **Ahmednagar District.**—*Collection of metal on Nagar-Málegaon Road, sections A, B and C.*—The work consisted of the collection of rubble stone and breaking it into stone metal. The road is 66 miles long. The first camp was opened on 16th November at Rahuri, 19th mile, and subsequently at 5 other places. The following shows the numbers including non-working children at the end of each month at all camps on the road:—

November	1896	...	...	... 558
December	„	...	...	... 9,294
January	1897	...	...	... 15,643
February	„	...	...	... 16,606
March	„	...	...	... 14,826

The reduction in March was due to the opening on 17th of kitchens at Khadumba and Deolali which caused a reduction of 866 workers and 1,999 non-working children, including those who remained on the work in the kitchens and those who left with their parents. The quantity of stone broken was 792,000 cubic feet. The expenditure which includes cost of hutting, one hospital and kitchens was Rs. 1,09,244. The average monthly number on works was 11,003 and the average monthly cost was Rs. 24,498 = Rs. 2-3-6 per head per month, and the average cost was Rs. 13-12-1 per 100 cubic feet. The amount of estimate was Rs. 3,13,070 and the expenditure during the year was Rs. 1,09,244.

367. *Collection of metal on the Imámpur Ghát Toka Road.*—Work was commenced on the 19th November 1896 and the numbers including non-working children on last day of each month were, as follows:—

November	1896	...	...	... 207
December	„	...	...	... 2,802
January	1897	...	...	... 4,317
February	„	...	...	... 5,139
March	„	...	...	... 5,188

The average monthly attendance was 3,474. The expenditure on all heads including hutting was Rs. 29,382 or Rs. Rs. 6,780 per month. The cost per head per month was therefore Rs. 1-15-0. The quantity of metal broken and stacked was 1,82,000 cubic feet and the rate was Rs. 12-0-2 per 100 cubic feet. The amount of estimate was Rs. 77,977 and the expenditure during the year Rs. 29,382.

368. *Collection of metal on Nagar-Paithan Road.*—Work was commenced on 11th November 1896, and the numbers including non-working children on last day of each month were, as given below:—

November	1896	...	...	... 292
December	„	...	...	... 1,039
January	1897	...	...	... 3,424
February	„	...	...	... 6,343
March	„	...	...	... 6,440

The average monthly attendance was 3,775. The expenditure on collection of metal including hutting, &c., was Rs. 32,803 or Rs. 7,020 per month, the cost per head per month was therefore Rs. 1-14-0. The quantity of metal broken and stacked was 180,000 cubic feet and the rate was Rs. 14-13-8 per 100 cubic feet. The amount of estimate was Rs. 1,44,821 and the expenditure during the year Rs. 32,803.

369. *Collection of metal on Násik-Poona Road.*—Work was commenced on 5th January 1897, and the numbers including non-working children on last pay of each month were, as given below :—

January	... 1,213
February	... 2,853
March	... 4,053

The average monthly attendance was 2,031. The expenditure on collection of metal including hutting, &c., was Rs. 13,288 or Rs. 4,635 per month, the cost per head per month was, therefore, Rs. 2-4-6. The quantity of metal broken and stacked was 88,384 cubic feet and the rate was Rs. 12-7-2 per 100 cubic feet. The amount of estimate was Rs. 40,091 and the expenditure during the year Rs. 13,288. In the Sangamner Táluka the distress was fortunately less, due partly to the better general condition of the people and also to the Ojhar Canal which has undoubtedly mitigated the distress considerably.

370. *Collection of metal on Kolhar-Bari Road.*—This work consisted of the collection of stone metal. The road is 65 miles in length. The famine broke out in the beginning of December 1896 and the numbers slowly increased until the end of January 1897 when a sudden rush ensued especially within the Akola Táluka. At the end of March 1897 the numbers on relief works in this táluka alone amounted to 24,000 out of a population of 60,800 as given in the Gazetteer. The numbers including non-working children on last day of each month were, as given below:—

December 1896	... 5,179
January 1897	... 10,789
February „	... 20,852
March „	... 27,556

The average monthly attendance was 12,649. The expenditure on collection of metal including hutting, hospital and kitchen was Rs. 1,14,581 or Rs. 28,670 per month, the cost per head per month was, therefore, Rs. 2-4. The quantity of metal broken and stacked was 1,007,000 cubic feet; and the rate was Rs. 9-2-3 per 100 cubic feet. The amount of estimate was Rs. 1,20,765 and the expenditure during the year Rs. 1,14,581.

371. *Collection of metal on Nagar-Sheogaon Road.*—Work was commenced on 7th December 1896, and the numbers including non-working children on last day of each month were, as given below:—

December 1896	... 608
January 1897	... 1,177
February „	... 2,116
March „	... 2,977

The average monthly attendance was 1,437. The expenditure on collection of metal including hutting, &c., was Rs. 11,007 or Rs. 2,895 per month. The cost per head per month was, therefore, Rs. 2. The quantity of metal broken and stacked was 83,000 cubic feet and the rate was Rs. 10-14-9 per 100 cubic feet. The amount of estimate was Rs. 81,531 and the expenditure during the year Rs. 11,007.

372. *Collection of metal on road from Belápur Town to Belápur Station.*—Work was commenced on 1st December 1896, and the number including non-working children on last day of each month were, as given below :—

December 1896	... 5,831
January 1897	... 8,807
February „	... 3,363
March „	... 3,930

The average monthly attendance was 4,991. The expenditure on collection of metal and muram, including hutting, &c., was Rs. 38,230 or Rs. 9,557 per month. The cost per head per month was, therefore, Rs. 1-14-7. The quantity of metal and muram broken and stacked was 1,87,000 and 63,000 cubic feet, and the rates were Rs. 16-10-2 and Rs. 2-4-2 per 100 cubic feet respectively. The reduction in numbers in February was due to opening the work of collection of metal on the Loni-Belápur Road to which labourers were drafted. The transfer was necessary as the water-supply was failing. The amount of estimate was Rs. 26,796 and the expenditure during the year Rs. 38,230.

373. *Collection of metal on Loni-Belapur Road.*—Work was commenced in February 1897, and the numbers including non-working children on last day of each month were as given below :—

February	... 5,158
March	... 4,979

The average monthly attendance was 3,823. The expenditure on collection of metal including hutting, &c., was Rs. 21,928 or Rs. 10,964 per month. The cost per head per month was, therefore, Rs. 2-14. The quantity of metal broken and stacked was 1,10,400 cubic feet, and the rate was Rs. 16 per 100 cubic feet. The reduction in numbers in March was trifling and was due to change of sub-divisional officers and more careful enforcement of tasks. The amount of estimate was Rs. 60,357 and the expenditure during the year Rs. 21,928.

374. *Collection of metal on Nagar-Miragaon Road.*—Work was commenced on 10th November 1896 at Sakat and on 16th December 1896 at Rui. The numbers including non-working children on last day of each month were, as given below :—

November 1896	... 952
December „	... 2,905
January 1897	... 3,888
February „	... 3,149
March „	... 2,146

The average monthly attendance was 2,564. The expenditure on collection of metal including hutting, &c., was Rs. 27,877 or Rs. 5,974 per month. The cost per head per month was, therefore, Rs. 2-5-4. The quantity of metal broken and stacked was 1,96,000 cubic feet and the rate was Rs. 11-10-6 per 100 cubic feet. The reduction in numbers in February was due to the labourers being drafted to metal collection on Nagar-Sirur Road and in March to the work of Kapurwádi Tank. The amount of estimate was Rs. 94,681 and the expenditure during the year Rs. 27,877.

375. *Collection of metal on Newása-Belapur Road.*—Work was commenced on 19th February 1897 and the numbers including non-working children on last day of each month were, as given below :—

February	... 571
March	... 1,035

The average monthly attendance was 816. The expenditure on collection of metal including hutting, &c., was Rs. 1,506 or Rs. 1,110 per month, the cost per head per month was therefore Rs. 1-5-9. The quantity of metal broken and stacked was 5,000 c. ft. and the rate was Rs. 22-5-2 per 100 c. ft. The amount of estimate was Rs. 98,774 and the expenditure during the year Rs. 1,506.

376. *Collection of metal on Pimpri Station Feeder Road.*—Work was commenced on 11th November 1896 and the numbers including non-working children on last day of each month were, as given below. The work was closed at end of February 1897—

November 1896	... 376
December „	... 1,544
January 1897	... 1,570
February „	... 1,270

The average monthly attendance was 1,125. The expenditure on collection of metal including hutting, &c., was Rs. 11,939 or Rs. 3,256 per month. The

cost per head per month was therefore Rs. 2-14-4. The quantity of metal broken and stacked was 162,000 c. ft. and the rate was Rs. 6-2-3 per 100 c. ft. The reduction in numbers was due to the completion of the work. The amount of estimate was Rs. 11,371 and the expenditure during the year Rs. 11,939.

377. *Newasa-Sheogaon-Bodhegaon Road from Sheogaon to Bodhegaon.*—The work on this road consisted of earthwork and metal collection and was commenced on the 8th December 1896. The numbers including non-working children on last day of each month were, as given below—

December	1896	...	...	6,009
January	1897	...	...	9,869
February	„	...	...	8,879
March	„	...	...	8,072

The average monthly attendance was 7,677. The expenditure on earthwork and metal collection was Rs. 69,140 or Rs. 18,319 per month, the cost per head per month was therefore Rs. 2-6-2. The quantity of metal broken and stacked was 163,000 c. ft. and the rate was Rs. 14-11-5 per 100 c. ft. The reduction in numbers was due to the labourers being drafted to the metal collection on Nagar-Sheogaon Road and special repairs to the same road. The amount of estimate was Rs. 82,085 and the expenditure during the year Rs. 69,140.

378. *Special repairs to Nagar-Sheogaon Road.*—The special repairs were carried out to Nagar-Sheogaon Road from miles Nos. 25 to 40, which consisted of earth embanking and metal collection. The work was commenced on 4th January 1897. The number including non-working children on last day of each month were, as given below—

January ...		...	...	787
February		...	...	2,264
March ...		...	...	3,454

The average monthly attendance was 1,592. The expenditure on earth embanking, collection of metal and hutting, &c., was Rs. 8,548 or Rs. 2,137 per month. The cost per head per month was therefore Rs. 1-5-6. The quantity of metal broken and stacked was 54,000 c. ft. and the rate was Rs. 12-7-5 per 100 c. ft. The amount of estimate was Rs. 27,657 and the expenditure during the year Rs. 8,548.

379. An approach road of masonry paving to left side of the Pravará River at Bellápur was completed at the total expenditure of Rs. 24,19 against an estimate of Rs. 2,518.

380. **Khandesh District.**—*Shindkheda-Gorana Road.*—The construction of this road from Shindkheda to Gorana was started as a relief work. The length of the road is 9 miles. Earthworks on 5 miles were finished and 70,000 c. ft. muram was collected. No masonry works were taken in hand. Total outlay to end of the year was Rs. 773. No kitchens were opened.

381. *Road from Taloda to Nandurbar (Local).*—This road is 14 miles in length. The Tápti crossing on this road forms a separate project. Earthworks for 5 miles from Nandurbár were carried out. The total outlay to end of the year was Rs. 203. No kitchens were opened.

382. *Constructing Sakri-Ghorda Road.*—This is a section of Dhulia-Surat Road and is made from Dhulia to Sákri, 32 miles. The present length put in hand is 7½ miles. It was started as an ordinary work but converted into a famine relief work. The following items have been carried out by famine labour :—

(1) 7½ miles earthwork.

(2) Collecting 7½ miles muram on quarry.

The following items were carried out by piece-work :—

(1) Masonry work, 3 miles.

(2) Carting of muram, 1 mile.

From commencement on 11th December 1896 to end of March 1897 the total outlay was Rs. 2,351. Kitchens were opened on 8th April 1897 and by this and by the opening of contract works on Tápti-Valley Railway towards Navápur

the number on relief work was reduced. The estimated amount was Rs. 37,152 and expenditure during the year was Rs. 13,657.

383. **Belgaum District.**—*Breaking 12 years' metal for the Gokak-Nargund Road, section from Yergatti* (viâ *Manoli*) *to Nargund Boundary* (*Local*).—A relief work was carried out during the year on this road. The expenditure amounted to Rs. 13,729 against the estimate of Rs. 38,851 and the work gave employment to 1,483 workers and to 615 non-workers at the end of the year. The metal was broken in four places along 12 miles of road and the average cost was Rs. 3-4-0 per 100 cubic feet excluding establishment charges. The work was commenced at the end of December 1896 and was in progress at the end of the year.

384. *Breaking 12 years' metal for the road from Manoli to Saundatti* (*Local*).—This work was opened during the latter part of March and provided employment for 676 workers and 214 non-workers at the end of that month. The expenditure during the year was Rs. 468 against the estimate of R. 10,843. The work is in progress and the metal is costing about Rs. 3-8-0 per 100 cubic feet.

385. **Bija'pur District.**—*Bijápur-Sindgi Road, 35½ Miles* (*Local*).—This road was commenced in 1891-92 as a Famine Relief Work. Improvements were resumed during 1895-96 as ordinary work, half the cost being contributed by Government from Provincial Funds and half from Local Funds. During the year under report, expenditure as detailed below was incurred:—

	Rs.
As an ordinary work	14,014
As famine relief work on earth-work	271
Do. on supply of metal	37,647
Total Rs.	51,932

The outlay to the end of the year was Rs. 40,908 against the estimate of Rs. 2,14,546, which is being revised. The estimate for supply of metal amounts to Rs. 1,51,679.

386. *Sholápur-Hubli Road, 3rd section, 41 miles, Kolhar to the Malprabha River* (*Provincial*).—Rs. 28,014 were spent by famine labour for collection of metal against the estimate of Rs. 1,66,862.

387. *Muddebihal-Chimalgi Road* (*Local*).—Rs. 52,670 were expended by famine labour against the estimate of Rs. 1,00,564.

388. **Sa'ta'ra District.**—*Improving Karad-Nagaz Road* (*Provincial*).—The work was opened originally as a test work and converted into a relief work on the 6th December. On the 19th there were about 2,600 workers and 654 dependants. On 13th February the number rose to 4,071 workers and 541 non-workers, but in January there were upwards of 1,200 dependants. The opening of a kitchen caused the diminution. The estimated cost of the work is Rs. 1,66,834 and the expenditure was Rs. 35,711. The famine abstract of estimate amounts to Rs. 2,17,377.

389. **Shola'pur District.**—The following works were undertaken as Famine Relief Works during the year:—

(1). Stacking metal for 10 years' repairs on Jeur-Karmala Road. Rs. 22,700 were spent on this work during the year. The rate for metal per 100 cubic feet was Rs. 8-0-0 and the monthly cost per head Rs. 2-14-0.

(2). Improving and metalling Pandharpur-Jánoni Road and stacking metal for 10 years' repairs to the same. Rs. 1,40,400 were spent on this work during the year.

(3). Improving and metalling Pandharpur-Phaltan Road and stacking metal for 10 years' repairs to the same. The amount of expenditure on this road was Rs. 1,26,400.

(4). Improving and metalling Mohol Station Pandharpur Road and stacking metal for 10 years' repairs to the same. The expenditure incurred on this road was Rs. 82,900.

(5). Improving the road from Sholápur to Bársi. The expenditure incurred was Rs. 17,400.

(6). Improving the road from Sholápur to Pandharpur. The expenditure incurred was Rs. 35,700.

(7). Improving and metalling Bársi Station Tembhurni Road and stacking metal for 10 years' repairs. The expenditure on this work was Rs. 30,200.

(8). Improving Jeur-Tembhurni Road. Rs. 6,200 were spent on this road.

(9). Improving Sangola-Akluj Road. An outlay of Rs. 40,300 was incurred on this road during the year.

(10). Improving and metalling Karmala-Aljapur Road and stacking metal for 10 years' repairs. The expenditure was Rs. 18,900 on this work during the year. The rate for metal per 100 cubic feet was Rs. 10-3-0 and the monthly cost per head Rs. 2-14-6.

(11). Improving and metalling Karmála-Boregaon Road and stacking metal for 10 years' repairs. The expenditure was Rs. 16,100 on this work during the year. The rate for metal per 100 cubic feet was Rs. 9-12-0, the monthly cost per head was Rs. 2-14-6.

(12). Improving and metalling Karmála-Jategaon Road and stacking metal for 10 year's repairs. The expenditure was Rs. 14,300 on this work during the year. The rate for metal per 100 cubic feet was Rs. 7-14-0 and the monthly cost per head Rs. 2-13-9.

3.—Roads banked and surfaced with 'Muram' or similar material but not drained.

390. **Ahmednagar District.**—*Constructing Miles Nos. 37 to 40 of Nagar-Mirajgaon-Sholapur Road from cleared track to an unbridged murammed road:*—The road which is about 3 miles in length was made by famine labourers. The work consisted of earth embankment and collection of muram and metal. The work was commenced on 23rd October 1896 and the number including non-working children on last day of each month were, as given below:—

October ...	481	December ...	1,093	February ...	1,145
November ...	420	January ...	1,096		

The average monthly attendance was 861. The expenditure on collection of metal, muram, earthwork, hutting, &c., was Rs. 10,037 or Rs. 1,897 per month, the cost per head per month was therefore Rs. 2-3-3. The total quantity of metal and murum collected was 85,000 and 11,417 at the rate of Rs. 6-15-3 and 0-12-0 respectively per 100 cubic feet. The amount of estimate was Rs. 5,900 and the expenditure during the year Rs. 10,036.

391. *Khardá-Shrigonda Road from the Seena river to Jamkhed.*—Work was commenced as a Famine Relief Work in November 1896 but was closed on 26th November 1896, in consequence of heavy rainfall taking people off to their fields in that locality. The work was resumed on 4th January 1897. The numbers including non-working children on last day of each month were, as given below:—

January ...	4,829	February ...	6,981	March ...	4,678

The average monthly attendance was 4,714. The expenditure on earth-work and road metal was Rs. 34,158, or Rs. 11,897 per month, the cost per head per month was therefore Rs. 2-8-3. The reduction in numbers was due to establishment of kitchens at Arangaon, Patoda, Ratnapur and Khadawadi. The project included an inspection bungalow near Jámkhed on which work was commenced. The quantity of metal broken and stacked was 187,000 cubic feet and the rate was Rs. 8-11-2 per 100 cubic feet. The earthwork was also completed up to formation level along the entire length of 11 miles. This work provides communication between the táluka head-quarters and Jámkhed and the Railway Station and Jámkhed and also with Ahmednagar without passing through more than one village of the Nizám's territory, and will be the only good road to this

important town until the others are kept in good order through the Nizám's as well as through British territory. The amount of estimate was Rs. 65,064 and the expenditure during the year Rs. 34,158.

392. *Nagar-Anna Ghat Road.*—Improvements to this road were commenced on 25th March 1897 as a Famine Relief Work. The number of labourers on the last day including non-working children was 186. The work consisted of earth embankment and filling ruts, &c. The total expenditure during the year was Rs. 18.

393. *Shrigonda-Kashti Road.*—Collection of metal on this road was commenced on the 15th March 1897. The number on the last day of the month was 868. The total expenditure was Rs. 722. The quantity of metal broken and stacked was 4,000 cubic feet and the rate was Rs. 15-3-2 per 100 cubic feet. The amount of estimate was Rs. 19,421 and the expenditure during the year Rs. 722.

4.—ROADS BANKED BUT NOT SURFACED, PARTIALLY BRIDGED AND DRAINED.

394. **Bijapur District.**—*Improving Road from Sindgi to Indi* viâ *Almel* (*Local*).—Improvements to the portion of the road from Indi to Almel have been in progress since 1894-95. The cost of improvements to be carried out from 1895-96 has to be met half from Provincial Contribution and half from Local Funds. During the year under report expenditure, as detailed below, was incurred by ordinary labour as well as by famine labour :—

	Rs.
As an ordinary work	... 4,489
,, Famine Relief work	...21,622
Rs.	...26,111

The amount of the revised famine estimate for the road is Rs. 3,03,344, that of the original sanctioned estimate as an ordinary work being Rs. 1,44,154. The total outlay to the end of the year was Rs. 32,859.

395. *Improving Road from Havin Hippargi to Telgi* (*Local*).—The improvements have been in progress since 1895-96, half cost to be met from Provincial Contribution and half from Local Funds. During the year under report work was carried on partly by ordinary labour and partly by famine labour and Rs. 69,140 were spent during the year against the estimate of Rs. 82,328 (Rs. 10,866 by ordinary labour and Rs. 58,274 by famine labour), the total outlay being Rs. 71,662.

396. *Improving Indi-Shirdhon Road* (*Local*).—Improvements to this road were commenced as a relief work during the year, and Rs. 57,069 were expended on earthwork against the famine estimate of Rs. 2,50,049.

397. *Constructing Road from Badami to Mudkavi* (*Local*).—This work was commenced as a famine relief work and an outlay of Rs. 44,147 was incurred on earthwork against the famine estimate of Rs. 3,47,630.

398. *Improving Devar Hippargi Talikot Road* (*Local*).—Improvements to this road were commenced as a famine relief work, and an outlay of Rs. 78,469 was incurred against the famine estimate of Rs. 2,71,230.

399. *Improving Havin Hippargi Talikot Road* (*Local*).—Improvements were commenced as a famine relief work, and an outlay of Rs. 26,935 was incurred on earthwork against the famine estimate of Rs. 1,49,272.

400. *Improving Road from Telgi to Kolhar* (*Local*).—Improvements were commenced as a famine relief work, and an outlay of Rs. 6,685 was incurred against the estimate of Rs. 95,554.

401. *Constructing Road from Muddebihal to Nalatwad* (*Local*).—The work was opened as a famine relief work, and an outlay of Rs. 5,511 was incurred against the estimate of Rs. 1,25,059.

Surveys.

402. **Nasik District.**—Surveys of the following proposed roads were continued so as to complete the annual Famine Programme and to enable the works themselves to be started when required. The field work of most of them has been completed, but owing to the establishment being engaged on Famine Relief Works, the preparation of the plans and estimates has been deferred. The table below shows the estimates and expenditure incurred on the surveys during the year :—

No.	Tálukas.	Fund.	Names of proposed roads.	Estimates.	Total expenditure.	Allotment for 1896-97.	Expenditure in 1896-97.	Remarks.
				Rs.	Rs.	Rs.	Rs.	
1	Nandgaon ...	Local Fund.	Road from Naidongri to Jategaon and Bolthan.	600	365	600	365	Field work nearly finished.
2	Sinnar		Sinnar-Wavi Road ...	798	258	798	258	Do. do.
3	Dindori-Peint ...		Road from Nanási to Peint *via* Jogmodi.	720	107	479	55	Survey suspended, probably the road will not be required.
4	Kalvan... ...		Kalvan-Abona and Hatghad Road.	1,200	339	1,045	300	Field work nearly finished.
5	Igatpuri ...		Ghoti-Shirghat road ...	558	295	41	233	Plans and Estimates ready.
6	Niphád and Dindori.		Wáni *via* Khedgaon to Pimpalgaon Baswant.	720	316	254	106	Plans and Estimates ready.
7	Dindori		Road from Wani to Nanasighát.	1,200	822	908	619	Field work finished.

403. **Khandesh District.**—Surveys for a road from Nandurbar to Brahmanweli and Brahmanwell to Pimpalner and Pimpalner to Wársa, Shirpur to Chopda and Warangaon to Edlabad, were stopped, because the Collector did not consider the roads necessary as Relief Works as the Tápti Valley Railway was to be put in hand and because the Local Funds had no money to construct the roads after the surveys were made. The estimated amount was Rs. 8,046 and the expenditure during the year Rs. 2,092.

404. **Belgaum District.**—The survey of the Ghát portion of the road from Dhupdal Station to Gokák, 2nd Section, was completed during the year at an outlay of Rs. 220, the amount of the estimate.

405. **Bijapur District.**—Surveys for the following roads have been made during the year under report, with a view to preparing projects for their improvement to be carried out as Famine Relief Works:—

(1). Road from Telgi to Kolhar.
(2). Bágalkot-Sangam Road.
(3). Muddebihal-Talikot Road.
(4). Hungund-Nanwadgi Road.
(5). Bádámi-Hirehal Road.

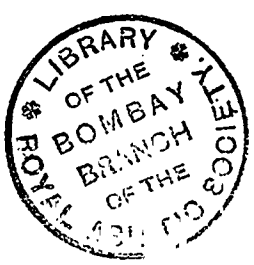
APPENDICES (A to F)

TO THE

ADMINISTRATION REPORT OF CIVIL WORKS

FOR THE YEAR

1896-97.



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APPENDIX A.

Statement showing the actual expenditure incurred on the preservation of buildings of Historical and Architectural interest from 1892-93 to 1896-97.

	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	
	Rs.	Rs.	Rs.	Rs.	Rs.	
Original Works.						
Alterations to door pivots and sockets and strengthening wall by a cross-wall in Azam Khan's Palace, Ahmedabad	...	...	...	2,254	2,287	Formerly used as District Jail: a portion of this is converted into a Post Office.
Restoring Gondeshwar's Temple at Sinnar ...	...	...	245	293	...	
Verandah to the servants' quarters in the compound of the Main Shahi Bag, Ahmedabad...	...	...	...	218	...	Used as private residence by the Commissioner, N.D.
Increased accommodation in the Main Shahi Bag, Ahmedabad	...	...	...	761	...	
Total, Original Works ...	...	...	245	3,526	2,287	
Repairs.						
Repairs to Syed Oosman's Rozah, Ahmedabad	...	...	...	758	...	
Repairs to the Rozah of Shah-allam, near Ahmedabad	(a) 753	(b) 2,231	...	(c) 985	...	(a) Contribution work, exclusive of Establishment ... ... Rs. 90 Tools and Plant. 11
Repairing Mallek Allam's Mosque near Sháhálam, in the Dáni Limda village boundary, Ahmedabad District	...	...	...	...	1,085	(b) Contribution work, exclusive of Establishment ... ... 267 Tools and Plant. 33
Repairs to Fateh Mosque, Ahmedabad ...	...	...	...	1,095	439	(c) Contribution work, exclusive of Establishment ... ... 118 Tools and Plant. 15
Clearing and removing seedlings from the Dáda Hari's well, and Mallek Allam's Mosque, Ahmedabad	13	...	...	...	...	
Repairs to Báwa Lolli's Mosque, Ahmedabad...	...	...	514	...	...	
Do. to Mohafiz Khán's Mosque, Ahmedabad	...	(d) 158	108	324	...	(d) Contribution work, exclusive of Establishment ... ... 36 Tools and Plant. 2
Azam Khán's Palace, Ahmedabad ...	831	236	313	281	87	Formerly used as District Jail.
Shahi Bag, do.	428	1,797	628	601	590	Used as private residence by the Commissioner, N. D.
Sidhi Syed's Mosque, do.	85	75	90	60	50	Used as record-room of Mámlatdár of Daskrohi.
Ibrahim Syed's Tomb and Mahomed Amikhán's Mosque and Rozah, Ahmedabad ...	357	236	421	367	310	Used as residence and office of the Executive Engineer, Ahmedabad.
Repairs to Sultan Ahmed's Masjid in Bhadar, Ahmedabad	2,059	318	...	...	517	
Do. to Sidhi Basir's Mosque, near the Ahmedabad Railway Station ...	56	...	...	...	858	
Raising a compound wall and a door to Ráni Sipri's Mosque, Ahmedabad	250	...	...	...	...	
Repairs to Ráni's Mosque at Kocharap, near Ahmedabad	299	427	162	150	...	
Do. to Mosque of Mahomed Ghoos Gwaliari of Ektoda Masjid (Sarangpur) in the City, Ahmedabad ...	271	...	...	...	...	
Do. to step-well at Adalaj	37	...	...	...	...	
Do. to the Rozah at Batwa	...	242	408	197	273	
Raising the partition wall to the Ráni Sipri's Mosque, to a height of 7 feet, Ahmedabad...	...	44	...	...	...	
Carried over ...	5,439	5,764	2,644	4,818	4,209	
	...	...	245	3,526	2,287	

APPENDIX A—*continued.*

	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	
	Rs.	Rs.	Rs.	Rs.	Rs.	
Brought forward ...	...	...	245	3,526	2,287	
	5,439	5,764	2,044	4,818	4,209	
Repairs to Ráni Sipri's Mosque, Ahmedabad ...	...	87	33	123	185	
Do. to Abu Torrob's Rozah in Barampur village boundary, Survey No. 99, near Ahmedabad	...	453	84	...	183	
Do. to Mallek Sarang's Mosque and Tomb (Sarangpur) in the City of Ahmedabad	...	481	...	...	...	
Do. to Bibiji's Mosque at Rájpur-Hirpur, near Ahmedabad	...	931	472	447	...	
Do. to Mallek Shahaban's Tomb in Rokhial, near Ahmedabad	...	385	419	...	...	
Do. to Mallek Sarang's Masjid and Ráni Bibi's Rozah at Sarangpur in the City of Ahmedabad	...	270	...	...	...	
Clearing Dada Hari's well at Ahmedabad ...	...	...	9	...	...	
Repairs to Mosque and Tomb of Achut Bibi at Kajipur, Register No. 19, near Ahmedabad	...	...	673	148	92	
Do. to Mosque and Tomb of Syed Oosman at Oosmanpur, Register No. 16, near Ahmedabad	...	...	753	8	...	
Clearing archæological works in and out of the City of Ahmedabad	...	...	...	211	223	
Repairs to Ráni's Mosque, Sarangpur, Ahmedabad	...	...	...	623	...	
Do. to Syed Ibrahim's Mosque outside the Astodia Gate, Ahmedabad ...	...	...	...	342	...	
Do. to Juman Masjid in the City of Ahmedabad	...	...	...	...	(e)2,324	(e)Contribution work, exclusive of Establishment ... Rs. 279 Tools and Plant ... 35
Do. to Khan Mosque at Dholka ...	...	...	...	125	...	
Tomb of General Wedderburn, Broach ...	4	6	6	6	6	
Do. of Captain Simpee do. ...						
English, Dutch, and Armenian Cemeteries at Surat	355	389	379	373	389	
Tomb of Captain Tudors at Kaliawadi in Jalalpur Táluka, Surat District ...	10	10	10	10	9	
Do. of Captain Caryat near the village of Rajgiri on the seashore of the Olpad Táluka	...	...	...	...	229	
Rozah at Mehmudabad ...	49	50	45	51	50	
Juma Masjid, Champáner ...	1,011	1,197	56	217	60	
Nawaj do. do. ...	51	...	25	20	20	
Wandra do. do. ...	123	27	15	10	10	
Rozah in front of do. ...	...	23	10	10	10	
Do. near Patar Tank do. ...	115	45	36	17	20	
Gateway to Fort do. ...	25	...	...	20	20	
Nagina Masjid do. ..	178	31	15	10	11	
Rozah in Front of do. ...	...	...	10	10	10	
Lila Masjid do. ...	...	...	...	...	10	
Shikundharsha's Rozah, Hálol.	74	25	20	20	20	
Maintaining the Caves at Elephanta ...						
Current Repairs to Piers and Caves at Elephanta	1,522	1,608	1,541	1,545	1,531	
Do. to Buildings at Elephanta ...						
Special Repairs to the Elephanta Pier ...	...	...	...	790	10	
Repairs to the temple at Ambarnáth, Thána District	69	...	...	...	46	
Do. to monument at Koregaon, Poona District	80	50	50	70	59	
Special Repairs to the Temples of Shiva and Doorga at Balsane, Khándesh District ...	...	91	697	255	...	
	9,105	11,923	8,002	10,279	9,736	
Carried over ...	...	...	245	3,526	2,287	

Kaira and Panch Mahals Districts.

APPENDIX A—*concluded.*

	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	
	Rs.	Rs.	Rs.	Rs.	Rs.	
Brought forward ...	...	...	245	3,526	2,287	
	9,105	11,923	8,002	10,279	9,736	
Current repairs to the old Mahomedan buildings at Bijápur	1,433	1,567	1,594	1,574	1,299	
Repairs to Gol Gumbaz at do. ...	3,238	2,499	3,067	—886	—318	
Current repairs to Dawal Yákut Mahál at Bijápur	97	97	84	79	75	
Repairs to the Ibrahim Rozah at Bijápur ...	759	948	1,855	2,247	486	
Adawlat Mahál (Collector's residence) at Bijápur	225	218	220	274	203	
Anand Mahál (Assistant Collector's and Judge's residence) at Bijápur	252	268	259	267	238	
Arash Mahál (Civil Surgeon's residence) at Bijápur	146	146	144	155	128	
China Mahál (Police Superintendent's residence) at Bijápur	147	160	149	154	138	
Portion of Two Sisters (Executive Engineer's residence and office) at Bijápur ...	135	130	129	*331 142	*155 102	* Special repairs.
Granary (public offices) at do. ...	649	669	654	582	501	
Masjid near Gol Gumbaz (Travellers' Bungalow) at Bijápur	159	158	160	151	†211	† Includes Rs. 82 for special repairs.
Edga (Head-quarters Police Lines) at Bijápur.	480	458	449	462	‡556	‡ Includes Rs. 97 for special repairs.
Serai (District Jail) at do. ...	550	390	308	375	369	
Gagan Mahál Gateway (English Church) at Bijápur	56	59	57	60	48	
An old building in the Arkilla converted into Mámlatdárs Kacheri at Bijápur ...	98	100	100	90	100	
An old building outside the Arkilla converted into High School at Bijápur	229	205	150	137	134	
Part of the Granary Quadrangle converted into Agricultural Record-room, Bijápur ...	35	29	30	28	29	
Special repairs to the cornice of the Mosque attached to the Gol Gumbaz, Bijápur ...	...	...	...	201	...	
Special repairs to the Dome and Masjid of Shah Nawaz Khan at Bijápur... ...	...	1,031	...	...	...	
Special repairs to the Asar Mahál, Bijápur ...	...	...	...	...	242	
Preserving the caves at Bádámi, Bijápur District	22	24	24	24	22	
Special repairs to the caves at Bijápur ...	...	39	...	...	...	
Repairs to the Tomb of Shiwaji on Ráigad Fort, Kolába District	...	25	...	...	...	
Special Repairs to the Mosque at Dabhol, Ratnágiri District	2,365	584	...	...	...	
Two Tombs at Hukeri, No. 1 used as a District Bungalow, and No. 2 used as office by Officer occupying the Tomb No. 1, Belgaum District	§468	40	40	‖324	237	§ Includes renewing roof. ‖ Includes additions and alterations.
New Adalat Wada at Sátára, used as District and Subordinate Judges' Court, Collector's Record-room, and District Forest Officer's Office	1,046	1,037	898	817	844	
Old Palace, Sátára, used as High School ...	644	649	570	592	604	
Rang Mahál buildings at Sátára... ...	3	...	...	...	...	Sold.
Afzulkhan's Tomb at Pratapgad... ...	...	...	...	...	18	
Pratapgad gate	...	...	5	¶98	...	¶ Includes repairs to the tomb of Afzulkhan.
Jetappa Naikanna Chandranatheshwar Basti at Bhatkal	...	...	...	69	...	
Repairs to General John Jacob's Tomb at Jacobabad	19	...	...	...	...	
Do. to Miani Monuments near Hyderabad.	46	52	28	49	43	
Do. to Duba Monument, Hyderabad ...	...	...	18	18	19	
Do. to Mir Nur Mahomed's Tomb in Moro Táluka	...	...	1,048	...	...	
Do. to Juma Masjid at Tatta, Contribution towards— ...	...	2,500	...	..	...	
Do. to Masjid at Khudabad	...	...	...	...	391	
Fixing colored tiles to the Tomb of Mian Yar Mahomed Kalora at Khudabad ...	...	...	...	...	80	
Total Repairs ...	22,406	26,005	20,042	18,693	16,690	
Grand Total ...	22,406	26,005	20,287	22,219	18,977	

APPENDIX B.

STATEMENT SHOWING THE OUTLAY INCURRED ON POLICE BUILDINGS DURING THE YEAR 1896-97.

District.	Locality.	Name of Work.	Number of men to be accommodated.	Estimated Cost.	Expended during the year.	Remarks.
				Rs.	Rs.	
Presidency ...	Bombay ...	Head-quarters Police Offices and Lines near the Arthur Crawford Markets.	...	3,05,746	1,34,037	In progress.
Do. ...	Do. ...	Providing and fixing record-racks in certain rooms in the new Head-quarters for Police.	...	959	918	Completed.
Do. ...	Do. ...	Providing and fixing planked weather-board frame-work to Police Officers' quarters on the second floor of the Claremount Premises.	...	249	212	Do.
Thána	Sháhápur ...	Police Lines	21	5,912	1,714	Do.
Do.	Kudus ...	Do.	6	1,763	288	Do.
Do.	Ambiwali ...	Do.	5	1,681	700	Do.
Do.	Khandus ...	Do.	5	1,746	801	Do.
Surat and Broach.	Olpád... ...	Do.	28	11,657	2,500	In progress.
Do. ...	Sáyan... ...	Do.	4	1,640	27	Completed.
Do. ...	Balsar ...	Providing iron bars to the windows of the Police Lines.	...	24	24	Do.
Do. ...	Párdi	Making certain alterations in the Police Lines.	...	39	33	Do.
Do. ...	Bodhan ...	Do. do. ...	...	55	56	Do.
Do. ...	Anita... ...	Do. do. ...	...	18	19	Do.
Do. ...	Bárdoli ...	Providing wire-fencing to the compound of the Police Lines.	...	141	140	Do.
Kaira	Kapadvanj ...	Police Lines	41	14,055	5,246	Do.
Do.	Kaira	Additions and alterations to the Police Superintendent's Bungalow.	...	3,870	1,374	Do.
Panch Mahals...	Tándo... ...	Police Lines	9	2,736	242	Do.
Do. ...	Godhra ...	A privy and urinal in the compound of the Police Superintendent's Bungalow.	...	169	167	Do.
Do. ...	Jambughoda...	Providing a window in the Dispensary forming a part of Defensive Thána.	...	30	29	Do.
Ahmedabad ...	Dhandhuka ...	Police Lines	45	14,261	5,188	In progress.
Do. ...	Pálanpur ...	Lines for the Mounted Branches (Horse and Camel) of Imperial Police.	53	20,162	7,087	Do.
Do. ...	Sábarmati Railway Station.	Police Lines	5	1,940	898	Completed.
Mahi Kántha Agency.	Santhal ...	Thándár's quarters	2	3,260	1,231	In progress.
Sholápur ...	Sholápur ...	Head-quarters Police Lines	143	43,991	18,509	Do.
Ahmednagar ...	Sonai, Táluka Nevása.	Police Lines	6	2,480	2,464	Completed.
Do. ...	Bari, Táluka Akola.	Do.	6	1,677	1,671	Do.
Khándesh ...	Bhusával ...	Do.	34	11,413	4,199	Do.
Do. ...	Talvada ...	Police Lock-up	...	1,076	24	Do. in 1895-96. Liability paid.
Do. ...	Dahigaon ...	Police Out-post	5	1,689	626	Completed.
Do. ...	Lohara ...	Police Lines	9	2,700	934	Do.
Do. ...	Dhulia ...	Constructing School-house in connection with Police Lines.	...	1,419	1,341	Do.
Do. ...	Do. ..	Quarter-guard and Store-room in connection with Police Lines.	..	2,003	1,873	Do.
Do. ...	Do. ...	Providing lightning conductor to Police Ammunition Store-room.	...	117	112	Do.
Násik	Peint	Police Lines	18	13,328	1,534	In progress.
Do.	Sinnar ...	Do. (quarters for Treasury-guard only).	30	10,732	1,258	Nearly completed.
Do.	Námpur ...	Providing wire-fencing round the Police Lines.	6	441	12	Completed.
Poona	Poona... ...	Lines for the City Police	272	78,174	20,001	In progress.
Do.	Do.	Improvements to Police Lines (stables) Shanwár Wáda.	No increased accommodation.	55	55	Completed.
Do.	Do.	Paving certain portions of the Faras-khána Police Station.		361	360	Do.
Do.	Do.	Improving the roof of the Police Store in Shanwár Wáda.		342	340	Do.
Do.	Paud	Improvements to the Police Lines ...		358	357	Do.
Do.	Indápur ...	Do. to the compound on the rear of the Police Lines.		105	105	Do.
Do.	Vadgaon ...	Do. the Office of the Chief Constable.		182	181	Do.
Dhárwár ...	Háveri ...	Police Lines	12	4,335	4,331	Do.
Do. ...	Ranebennur ...	Do.	24	8,176	3,319	In progress.
		Carried over ...	789	5,77,267	2,26,537	

APPENDIX B.—*concluded.*

District.	Locality.	Name of Work.	Number of men to be accommodated.	Estimated Cost.	Expended during the year.	Remarks.
				Rs.	Rs.	
		Brought forward ...	789	5,77,267	2,26,537	
Kánara ...	Sirsi	Constructing a channel to carry out sullage water from the Police Lines.	...	229	300	Completed.
Do. ...	Supa ...	Providing the Police Lines with sky lights and ventilating tiles.	...	60	69	Do.
Ratnágiri and Kolába.	Harcheri ...	Compensation for land taken up for Police Lines.	...	131	131	Do.
Do. ...	Ratnágiri ...	Providing iron-barred shutters to the store-room at the Police lines.	...	28	25	Do.
Do. ...	Dapoli ...	Providing ventilating tiles to the Police Lines.	...	158	157	Do.
Bijápur ...	Bágevádi ...	Police Lines	19	7,477	679	Do.
Sátára ...	Shirála ...	Do.	23	8,182	1,608	In progress.
Do. ...	Sátára ...	Converting the old cook-house in Court-house into accommodation for Police.	20	2,709	2,736	Completed.
Shikárpur Canals.	Mirpur Mathelo.	Additions and alterations to the Police Thána.	15	9,294	6,278	Do.
Do. ...	Ghotki ...	Constructing a compound wall round the Police Thána.	...	500	498	Do.
Karáchi Canals.	Karáchi ...	Quarters for the Head Constables of the Rural Police Lines.	8	5,416	1,890	Do.
Do. ...	Do. ...	Erecting a wall on part of the west side of plot No. 16 occupied by the City Police Lines.	...	493	494	Do.
Do. ...	Tatta ..	Raising the walls of the yard of the lock-up.	...	100	86	Do.
Western Nára...	Schwán ...	Providing compound gates in the Police Lines.	...	32	33	Do.
Do. ...	Mehar ...	Making additions and alterations to the Rural Police Lines.	...	1,387	1,464	Do.
Do. ...	Do.	Removing and renewing roof of 2 blocks of Mounted Police Lines.	...	2,381	2,217	Do.
Begári Canals...	Jacobabad ...	Certain additions to the record racks of Police Thána.	...	78	64	Do.
Ghár Canals ...	Kherodero ...	Police Thána	4	2,517	2,308	Do.
Do. ...	Lárkhana ...	Providing two gates in the compound wall of the Town Police Chauki.	...	92	86	Do.
Do. ...	Kambar ...	Constructing a screen wall in front of married men's quarters for Armed Police.	...	67	60	Do.
Do. ...	Sháhadádpur .	Cartain additions to the record racks of the Police Thána.	...	24	23	Do.
Eastern Nara ...	Bobi	Police Lines	6	3,242	2 863	Do.
Hyderabad Canals.	Sháhadádpur...	Additions and alterations to the Police Lines.	8	2,337	740	Do.
Do. ...	Sinjhoro ...	Enlarging Police Lines	6	3,156	3,127	Do.
Do. ...	Sháhpur ...	Police Lines	10	6,518	4,000	In progress.
		Total ...	908	6,33,880	2,58,473	

APPENDIX C.

STATEMENT SHOWING THE EXPENDITURE INCURRED ON WORKS ESTABLISHMENTS IN THE UNDERMENTIONED DISTRICTS DURING THE YEAR 1896-97, AND THE PERCENTAGE IT BEARS TO THE OUTLAY ON WORKS AND REPAIRS PROPER.

No.	Divisions and Districts.	Outlay on						Total Contract and Departmental, Columns 5 and 8.	Cost of Work Establishment sanctioned by			Percentage (Column 12 bears to Column 9).
		By Contract.			By Departmental Agency.				Chief or Superintending Engineer.	Executive Engineer.	Total.	
		Original Works including additions and alterations and improvements and extensions.	Repairs.	Total.	Original Works including additions and alterations and improvements and extensions.	Repairs.	Total.					
1	2	3	4	5	6	7	8	9	10	11	12	13
	Northern Division.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	Presidency	2,23,545	82,360	3,05,905	1,436	40,768	42,204	3,48,109	7,939	8,707	16,646	5·02
					Deduct—Establishment charges ..			—16,646				
								3,31,463				
2	Thána...	4,409	...	4,409	1,61,223	1,22,086	2,83,309	2,87,718	3,033	8,909	11,942	4·15
3	Surat and Broach ...	2,48,433	...	2,48,433	1,97,711	1,16,211	3,13,922	5,62,355	4,373	12,216	16,589	2·95
4	Kaira and Panch Mahals	1,083	658	1,741	1,02,026	74,837	1,76,863	1,78,604	2,825	8,697	11,522	6·45
5	Ahmedabad	*10,500	...	10,500	1,45,218	†1,43,922	2,89,140	2,99,640	3,563	10,789	14,352	4·79
	Total, N. D. ...	4,87,970	83,018	5,70,988	6,07,614	4,97,824	11,05,438	16,76,426	21,733	49,318	71,051	4·28
					Deduct—Establishment charges ..			—16,646				
								16,59,780				
	Central Division.											
6	Násik...	1,377	3,799	5,176	1,30,998	2,86,358	4,17,356	4,22,532	7,322	21,157	28,479	6·74
7	Ahmednagar... ...	54,348	18,532	72,880	4,48,107	1,68,389	6,16,496	6,89,376	4,104	19,293	23,397	3·49
8	Sholápur	3,901	12,585	16,486	27,768	18,495	46,263	62,749	1,361	2,886	4,247	6·77
9	Poona District ...	1,14,984	14,853	1,29,837	1,27,101	2,41,388	3,68,489	4,98,326	9,554	19,335	28,889	5·80
10	Khándesh	1,49,390	2,774	1,52,164	1,08,075	1,09,834	2,17,909	3,70,073	6,264	18,297	24,561	6·63
	Total, C. D. ...	3,24,000	52,543	3,76,543	8,42,049	8,24,464	16,66,513	20,43,056	28,605	80,968	1,09,573	5·36
	Southern Division.											
11	Belgaum	24,611	15,914	40,525	85,397	1,32,788	2,18,185	2,58,710	3,334	11,784	15,118	5·84
12	Dhárwár	66,521	...	66,521	1,50,344	1,23,115	2,73,459	3,39,980	3,744	13,481	17,225	5·07
13	Kánara	10,426	...	10,426	35,775	1,04,112	1,39,887	1,50,313	3,503	7,580	11,083	7·37
14	Bijápur	18,980	...	18,980	6,00,360	32,270	6,32,630	6,51,610	2,593	21,825	24,418	3·75
15	Ratnágirí and Kolába.	...	...	...	51,586	1,32,049	1,83,635	1,83,635	4,114	13,708	17,822	9·70
16	Sátára	6,838	...	6,838	1,84,122	3,14,968	4,99,090	5,05,928	6,207	21,347	27,554	5·45
	Total, S. D. ...	1,27,376	15,914	1,43,290	11,07,584	8,39,302	19,46,886	20,90,176	23,495	89,725	1,13,220	5·42
	Indus Left Bank Division.											
17	Eastern Nára ...	6,059	...	6,059	...	...	...	6,059	70	...	70	1·16
18	Fuleli Canals... ...	5,305	1,515	6,820	424	8,995	9,419	16,239	...	951	951	5·86
19	Hyderabad Canals ...	...	...	...	...	...	...	...	...	...	...	...
	Total, Indus Left Bank Division ...	11,364	1,515	12,879	424	8,995	9,419	22,298	70	951	1,021	4·58
	Indus Right Bank Division.											
20	Karáchi Canals ...	39,459	16,996	56,455	...	...	...	56,455	...	1,845	1,845	3·2
21	Ghár Canals	2,599	3,530	6,129	2,998	...	2,998	9,127	...	62	62	0·68
22	Begári Canals ...	...	...	...	...	...	...	...	...	...	...	...
23	Shikárpur Canals ...	49,309	14,468	63,777	...	...	...	63,777	...	165	165	0·25
24	Western Nára ...	...	...	...	...	...	...	...	...	...	...	...
	Total, Indus Right Bank Division ...	91,367	34,994	1,26,361	2,998	...	2,998	1,29,359	...	2,072	2,072	1·60
	Grand Total ...	10,42,077	1,87,984	12,30,061	25,60,669	21,70,585	47,31,254	59,61,315	73,903	2,23,034	2,96,937	4·99
					Deduct—Establishment charges ..			—16,646				
								59,44,669				

* Includes Rs. 2,500 for water-supply work executed by the Agency Engineer, Káthiáwár.

† Includes Rs. 19,000 placed at the disposal of Consulting Engineer for Railways for Runn Sidings, Khárághoda.

APPENDIX D.

STATEMENT

OF

IMPERIAL, PROVINCIAL AND LOCAL FUND ROADS

FOR THE YEAR

1896-97.

Statement showing the mileage of all the Roads constructed and in progress maintained from ***IMPERIAL AND PROVINCIAL FUNDS*** *in the Bombay Presidency for the year 1896-97.*

Executive Districts.	Classification and Names of Roads.	Length in Miles.			Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Completed.	In progress.	Total.			
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	IMPERIAL MILITARY.						
	II.—UNMETALLED ROADS.						
	B.—PARTIALLY BRIDGED AND DRAINED.						
	Central Division.						
Poona	Road leading from Sásvad to foot of Purandhar Hill	5 4,435	.....	5 4,435	Unknown ...	735	
	Total, Poona District ...	5 4,435	.....	5 4,435	.....	...	
	Total, Central Division ...	5 4,435	.....	5 4,435	.....	...	
	Grand Total, Imperial Military Roads II.—Unmetalled	5 4,435	.....	5 4,435	.....	...	
	IMPERIAL CIVIL.						
	I.—METALLED ROADS.						
	A.—BRIDGED AND DRAINED THROUGHOUT.						
	Northern Division.						
Thána	Road from Umela to Pápdi	1 3,425	.....	1 3,425	8,720	512	
	Total, Thána District ...	1 3,425	.....	1 3,425	.....	...	

Ahmedabad ...	Cantonment Main Roads, Ahmedabad ...	1	420	.....	1	420	7,069	662
	Do. do. Rájkot	1	125	.....	1	125	1,000	369
	Total, Ahmedabad District ...	2	545	.....	2	545	.....	...
Surat and Broach.	Road from Dungri Railway Station to Dhárásna Salt Pans	3	0	.....	3	0	5,101	943
	Total, Surat and Broach Districts ...	3	0	.....	3	0	.....	...
	TOTAL I-A, NORTHERN DIVISION ...	6	3,970	.....	6	3,970	.....	...
	GRAND TOTAL, IMPERIAL CIVIL ROADS ...	6	3,970	.....	6	3,970	.....	...
	PROVINCIAL.							
	I.—METALLED ROADS.							
	A.—BRIDGED AND DRAINED THROUGHOUT.							
	NORTHERN DIVISION.							
Presidency ...	Máhim Causeway	0	3,558	.....	0	3,558	*3,02,498	1,471
	Sion Causeway	1	471	.....	1	471	*82,955	1,755
	Total, Presidency District ...	1	4,029	.....	1	4,029	.....	...
	Carried over ...	1	4,029	.....	1	4,029	.....	...

* Original costs taken from tablets on the roads.

PROVINCIAL ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	1 4,029	.....	1 4,029	.....,	...	
	I.—METALLED ROADS—*continued.*						
	A.—BRIDGED AND DRAINED THROUGHOUT—*continued.*						
	Northern Division—*concluded.*						
Ahmedabad ...	Road from Bibipura to Modása *vid* Dhansura ...	18 0	.....	18 0	6,103	2,947	
	Extra Municipal roads, Ahmedabad ...	4 2,090	.....	4 2,090	Unknown ...	4,860	
	Road from foot of overbridge approaches near the Kálupur gate to junction with road to Camp, Ahmedabad	1 3,000	.....	1 3,000	5,700	1,504	Constructed from Imperial Funds and repaired from Provincial Funds.
	Road from Dhansura to Harsol	13 0	.....	13 0	8,139	2,260	
	Road from Harsol to Talod	.....	5 2,397	5 2,397	6,877	...	The construction is in progress and so the cost per mile has been calculated on the estimated cost.
	Total, Ahmedabad District ...	36 5,090	5 2,397	42 2,207	.....	...	
Kaira	Road from Kapadvanj to Bibipura, including Ladwell Branch	32 1,760	.....	32 1,760	7,197	4,305	Includes 10 miles of cleared line.
	Total, Kaira District ...	32 1,760	.....	32 1,760	.....	...	
Surat and Broach .	Road from Bilimora to Chikhli (in Gáikwár's Territory)	3 2,640	.....	3 2,640	5,953	1,428	Constructed from Provincial and Local Funds in the proportion of 1 to 2. Maintained from Provincial Funds.
	Total, Surat and Broach Districts ...	3 2,640	.....	3 2,640	.....	...	

Thána ...	Road from Ulva to Cámpuli (portion in Thána Collectorate)	12	2,640	.....		12	2,640	Unknown ...	3,124	
	Road from Dharamtar to Cámpuli (portion in the Thána Collectorate)	3	3,520	.....		3	3,520	Do. ...	1,312	
	Road from Thána to Panvel (portion in Thána Collectorate)	10	2,640	.....		10	2,640	Do. ...	1,895	
	Esplanade Roads at Thána	2	2,640	.....		2	2,640	Do. ...	348	
	Total, Thána District ...	29	880	.....		29	880	.....	...	
	TOTAL, NORTHERN DIVISION ...	103	3,839	5	2,397	109	956	.....	...	
	SOUTHERN DIVISION.									
Belgaum ...	Road from Belgaum to Bágalkot— Section from Belgaum to Karkop... ...	43	0	.....		43	0	Unknown ...	11,413	
	Road from Belgaum to Vengurla— Section from Belgaum to Amboli at the head of the Parpoli Ghát	43	0	.....		43	0	17,910	15,686	
	Road from Poona to Bangalore— Section from Wárna to Dudganga river ...	28	0	.....		28	0	Unknown ...	6,217	
	Road from Dudganga to the Dhárwár Frontier	90	0	.....		90	0	Do. ...	17,698	
	Krishna Bridge Road— Section from Bridge to Sángli	1	1,320	.....		1	1,320	Do. ...	991	
	Do. do. to Miraj	2	1,320	.....		2	1,320			
	Link Roads in the Belgaum Cantonment ...	1	4,073	.....		1	4,073	Do. ...	688*	*Average of four years only.
	Total, Belgaum District ...	209	1,433	.....		209	1,433	.....	...	
Bijápur ...	Road from Belgaum to Bágalkot— Section from Khajidoni to Bágalkot ...	19	0	.....		19	0	2,422	3,525	
	Total, Bijápur District ...	19	0	.....		19	0	.....	...	
	Carried over ...	331	5,272	5	2,397	337	2,389	.....	...	

PROVINCIAL ROADS—*continued.*

Excutive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	331 5,272	5 2,397	337 2,389	.....	...	
	I.—METALLED ROADS—*continued.*						
	A.—BRIDGED AND DRAINED—*continued.*						
	SOUTHERN DIVISION—*continued.*						
	Poona-Bangalore Road—						
	Section from Dhárwár District boundary in mile No. 246 to Harihar on Mysore Frontier.	106 3,900	.....	106 3,900	5,758	24,817	
	Kárwár-Bellary Road—						
	Section from Sangtikop to Hubli ...	27 3,300	.....	27 3,300	12,336	6,786	The cost includes travellers' bungalows, dharmsháls and bridges.
	Do. Gadag to Hesrur on the Bellary Frontier, miles 136 to 153.	18 0	.....	18 0	7,604	2,856	The length of the road is 29 miles from Gadag to Hesrur, of which 18 miles are metalled. The road has been accordingly split up.
Dhárwár ...	Hubli-Kumta road from Trimalkop on the Poona-Bangalore road to Wadgatti on the Dhárwár Frontier.	9 1,980	.....	9 1,980	Unknown ...	2,624	
	Karur Railway Station Road	0 2,990	.....	0 2,990	3,507	139	
	Baralkod do	0 900	.....	0 900	2,992	78	
	Dhárwár do.	0 4,900	.....	0 4,900	2,391	466	
	Mugúd do.	0 600	.....	0 600	2,446	69	
	Nagargali do.	0 2,877	.....	0 2,877	1,161	167	
	Dandur do.	1 660	.....	1 660	4,360	283	
	Hulkoti do.	0 3,300	.....	0 3,300	3,659	69	
	Total, Dhárwár District ...	165 4,287	.....	165 4,287	.....	...	

Kánara ...	Kárwár-Bellary Road—								
	Section from Kárwár *vid* Arbail Ghát to the Dhárwár boundary at Sangtikop.	74	3,960	.....	74	3,960	19,004	14,105	
	Section from junction of Udloor Deviation near Balegully to Ankola.	3	3,960	.....	3	3,960	Unknown ...	561	
	Do. from Kárwár to Kodibág ...	2	2,640	.....	2	2,640	Do. ...	528	
	Do. from Haliyál to Belgaum Frontier up to Linganmath.	9	0	.....	9	0	11,891	2,584	
	Do. from Koney to the junction of Kodiba'g road *vid* jail at Kárwár.	1	2,490	.....	1	2,490	4,625	218	
	Do. from Haliyál to Mavinkop ...	4	2,640	.....	4	2,640	1,736	893	
	Total, Kánara District ...	95	5,130	.....	95	5,130	.....	...	
Ratnágiri and Kolába.	Road from Karád to Chiplun—								
	Section from Kumbhárli Ghát to Chiplún ...	14	1,664	.....	14	1,664	19,231	4,660	
	Road from Ratnágiri to Amba Ghát—								
	Do. over Amba Ghát	9	1,760	.....	9	1,760	45,448	2,793	
	Road from Mhapral to Shirwal—								
	Section from Mhapral on the Bánkot river to Bhor State boundary.	30	0	.....	30	0	Unknown ...	*4,818	
	Road from Alibág to Campoli *vid* Dharamtar—								
	Section from Dharamtar to Campoli ...	20	660	.....	20	660	6,665	5,516	
	Road from Bombay to Poona—								
	Section from Ulwa to Chauk	16	0	.....	16	0	4,080	4,091	
	Roads near Panvel—								
	Section from Panvel to Tha'na	9	1,320	.....	9	1,320	7,573	2,660	
	Do. from Panvel to Jessái	6	3,300	.....	6	3,300	Unknown ...	926	
	Belgaum-Vengurla Road—								
	Section from Amboli to Vengurla... ...	35	0	.....	35	0	17,909	11,855	
	Total, Ratnágiri and Kolába Districts ...	140	3,424	.....	140	3,424	.....	...	
	Carried over ...	734	2,273	5 2,397	739	4,670	.....	...	

*The average cost of maintenance is only for 25½ miles the portion already in charge of this office.

PROVINCIAL ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	734 2,273	5 2,397	739 4,670	.....	...	
	I.—METALLED ROADS—*continued.* A.—BRIDGED AND DRAINED THROUGHOUT—*continued.* SOUTHERN DIVISION—*concluded.*						
	Poona-Bangalore Road.						
	Section from the Nira to the Várna River ...	100 0	.....	100 0	26,304	21,609	
	Road from Surûl Mahábaleshvar	26 2,640	.....	26 2,640	14,364	6,789	
	Road from Mahád to Mahábaleshvar—						
	Section from Kineshwar *viá* Fitzgerald Ghát to Mahábleshvar.	20 1,320	.....	20 1,320	22,780	7,022	
Sátára... ...	Road from Sátára to Shendra	4 0	.....	4 0	3,101	1,026	
	Road from Karád to Chiplum—						
	Section from Karád to the foot of the Kumbhárli, Ghat.	46 0	.....	46 0	23,247	14,684	
	Total, Sátára District ...	196 3,960	.....	196 3,960	.....	...	
	TOTAL, SOUTHERN DIVISION ...	827 2,394	.....	827 2,394	.....	...	
	CENTRAL DIVISION.						
	Road from Dápuri to the foot of the Bhor Ghát (Poona-Bombay Road)	42 0	.....	42 0	Unknown ...	14,507	
	Approach road to Deccan Central Jail, Yerauda.	1 1,320	.....	1 1,320	4,123	275	
	Road from Poona to Shirval (New Sátára Road).	26 2,112	.....	26 2,112	24,983	12,676	
Poona	Approach road, Suburban Municipality ...	12 4,477	.....	12 4,477	Unknown ...	12,720	
	Do. City Municipality	1 1,080	.....	1 1,080	Do. ...	1,993	
	Do. not within the Cantonment or Municipal areas	10 103	.....	10 103	Do. ...	10,558	
	Total, Poona District ...	93 3,822	.....	93 3,822	.....	...	

Násik ...	Málegaon-Manmád Road	21	0	.....	21	0	.....	.....	Passing *vid* Chandni Bari up to Girna river.
	Manmád-Kopargaon Road	21	0	.....	21	0	Unknown ...	1,317	Passing *vid* Ankaighát and Yeola town.
	Total, Násik District ...	42	0	.....	42	0	.....	.....	
Khándesh ...	Bombay and Agra Road	86	0	.....	86	0	Unknown ...	30,914	
	Dhulia and Chálisgaon Road	34	0	.....	34	0	14,922	12,044	
	Kondaibári Ghát Road	4	0	.....	4	0	Unknown ...	1,670	
	Total, Khándesh District ...	124	0	.....	124	0	.....	...	
Ahmednagar ...	Road from Ahmednagar to Sirúr	31	0	.....	31	0	6,739	7,067	
	Total, Ahmednagar District ...	31	0	.....	31	0	.....	...	
	TOTAL, CENTRAL DIVISION ...	290	3,822	.....	290	3,822	.....	...	
Aden ...	Shaikh Othman Road from Barrier gate to Cantonment boundary	2	4,044	.....	2	4,044	4,500 (approximate).	*3,000	*This amount is for the whole road not per mile.
	Branch to Khormuxar	1	2,919	.....	1	2,919			
	Total, Aden District ...	4	1,683	.....	4	1,683	.....	...	
	INDUS RIGHT BANK DIVISION.								
Western Nára ...	Baghothoro Road	5	0	.....	5	0	2,128	1,562	
	Total, Western Nára District ...	5	0	.....	5	0	.....	...	
	TOTAL, INDUS RIGHT BANK DIVISION ...	5	0	.....	5	0	.....	...	
	TOTAL, I. A.—BRIDGED AND DRAINED THROUGHOUT	1,231	1,178	5 2,397	1,236	3,575	.....	...	
	Carried over ...	1,231	1,178	5 2,397	1,236	3,575	.....	...	
	Carried over Total of I. A. ...	1,231	1,178	5 2,397	1,236	3,575	.....	...	

PROVINCIAL ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,231	1,178	5	2,397	1,236	3,575	.....	...	
		1,231	1,178	5	2,397	1,236	3,575	.....	...	
	I.—METALLED ROADS.									
	B.—PARTIALLY BRIDGED AND DRAINED.									
	NORTHERN DIVISION.									
Thána ...	Road from Kurla to Kasára (Bombay-Agra Road)	68	0	.....		68	0	Unknown ...	16,019	
	Road from Dáhánu to Jawhár	27	0	.....		27	0	11,243	5,031	
	Total, Thána District ...	95	0	.....		95	0	.....	...	
	TOTAL, NORTHERN DIVISION ...	95	0	.....		95	0	.....	.....	
	SOUTHERN DIVISION.									
Belgaum ...	Road from Khánápur to Yellápur— Section from Khánápur to Linganmath ...	22	0	.....		22	0	Unknown ...	4,772	The road was divided into 2 sections in 1893-94 and therefore the average of 4 years only is given.
	Total, Belgaum District ...	22	0	.....		22	0	.....	.....	
Dhárwár ...	Havanur-Ekambi Road— Section from Haveri to Samasgi on the Dhárwár Frontier (2nd Section)	28	1,320	.....		28	1,320	2,843	4,857	The length of the road in the Dhárwár District is 50 miles and 1,320 feet, of which 33 miles and 1,320 feet are metalled and the remainder unmetalled.
	Section from Haveri to Samasgi on the Dhárwár Frontier (1st Section)	5	0	.....		5	0	2,437	745	
	Total, Dhárwár District ...	33	1,320	.....		33	1,320	.....	.....	

Kánara ...	Road from Ekambi to Samasgi	6	2,640	.....	6	2,640	Unknown ...	1,343	
	Road from Pala to Bankápur	2	2,640	.....	2	2,640	921	439	
	Road from Hatgal to the bank of Tadri River...	1	0	.....	1	0	Unknown ...	285	
	Road (metalled) from Dhárwár Frontier near Yergatti to Kumta *vid* Sirsi	78	2,640	.....	78	2,640	Do. ...	22,022	
	Road from the Mysore Frontier near Telgappa to Gairsappa	25	0	.....	25	0	2,569	5,089	
	Road from Yellápur to Bankápur *vid* Mundgad.	29	0	.....	29	0	Unknown ...	4,139	
	Road from Sanikatta to Hebul	18	0	.....	18	0	Do. ...	2,329	
	Road from Haliyál to Supa	20	2,640	.....	20	2,640	Do. ...	5,091	
	Road from Konry Bridge to Sezwad ...	2	3,780	.....	2	3,780	6,384	649	
	Road from Sirsi to Shimoga *vid* Banwási ...	19	1,320	.....	19	1,320	Unknown ...	3,205	
	Road from Yellápur to Haliyál	27	0	.....	27	0	2,017	6,747	
	Total, Kánara District ...	229	5,100	.....	229	5,100	.....	...	
Bijápur ...	Road from Bijápur to Miraj— Section from Bijápur to Honvad ...	24	2,640	.....	24	2,640	2,867	4,281	This road is metalled out of C. R. grant subsequent to its completion.
	Total, Bijápur District ...	24	2,640	.....	24	2,640	.....	...	
Sátára ...	Sátára-Mahábleshwar road	33	0	.....	33	0	26,457	7,494	
	Road from Mhápral to Pandharpur— Section from Shirwal to Phaltan State ...	18	0	.....	18	0	*.....	9,691	*The original cost of this road cannot be traced.
	Total, Sátára District ...	51	0	.....	51	0	.....	...	
	TOTAL, SOUTHERN DIVISION ...	360	3,780	.....	360	3,780	.....	..	
	CENTRAL DIVISION.								
Poona	Road from Fitzgerald Bridge Poona to Sirur (Poona-Ahmednagar road)	41	0	.....	41	0	Unknown ...	13,457	
	Road from St. Patrick's Church, Poona, to 40th mile (Poona-Sholápur road, Section I) ...	37	2,640	.....	37	2,640	Do. ...	*14,618	* Including road from 40th mile to 90th mile.
	Road from Dápuri to 59 Mile-stone (Poona-Násik road)	.....		.....	.....		.....	...	Expenditure Rs. 59,309 on metalling the muram surface with a coating of blasted metal. Metal collection in progress by Famine labour.
	Total, Poona District ...	78	2,640	.....	78	2,640	.....	...	
	Carried over ...	1,765	2,318	5 2,397	1,730	4,715	.....	...	
	Carried over Total of I. A. ...	1,231	1,178	5 2,397	1,236	3,575	.....	...	

PROVINCIAL ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	1,231 1,178	5 2,397	1,236 3,575	.....	...	
		1,765 2,318	5 2,397	1,770 4,715	.....	...	
	I.—METALLED ROADS—*concluded.*						
	B.—PARTIALLY BRIDGED AND DRAINED—*concluded.*						
	CENTRAL DIVISION—*concluded.*						
Sholápur ...	Road from Bársi to Yedsi	20 0	.....	20 0	6,309	6,095	
	Do. from Yedsi to Tadwala	8 0	.....	8 0	8,050	3,062	
	Cantonment Roads at Sholápur	4 50	.....	4 50	Unknown ...	1,035	
	Total, Sholápur District ...	32 50	.....	32 50	.....	...	
Násik ...	Bombay-Agra Road	.....	.....	.....	Unknown ...	...	Passing *vid* Thulghát, Igatpuri, Násik, Pimpalgaon Basvant and Chándor, Rahurghat, Soundana, Málegaon up to Ghorga river, Kadwa at Konkangaon not bridged.
	Násik-Bulsár Road	39 0	.....	39 0	Do. ...	8,704	Passing *vid* Rámsej Hill Chachadgaon, Sawalghat and Peint.
	Nándgaon-Aurangabad Road	12 0	.....	12 0	Do. ...	3,115	Metalled and bridged except at the Man and Tanyad river crossings.
	Násik-Poona Road	33 0	.....	33 0	Do. ...	...	Passing *vid* Sinda, Palsa and Sinnar. River Darna at Chechedi not bridged.
	Total, Násik District ...	84 0	.....	84 0	.....	...	
	Road from Ahmednagar to Dhond... ...	45 2,640	.....	45 2,640	2,616	1,111	
	Road from Imámpur Ghát to Toka ...	27 0	.....	27 0	4,714	4,696	

Ahmednagar ...	Road from Ahmednagar to Paithan ...	52	2,640	.....	52	2,640	4,048	12,326	
	Road from Nandur Shingonta to Alikhind (Násik-Poona Road)	37	0	.....	37	0	1,810	5,294	
	Total, Ahmednagar District ...	162	0	.....	162	0	.....	...	
	TOTAL, CENTRAL DIVISION ...	356	2,690	.....	356	2,690	.....	...	
	TOTAL, I (B).—PARTIALLY BRIDGED AND DRAINED	812	1,190	.....	812	1,190	.....	...	
	II.—UNMETALLED ROADS.								
	A.—BRIDGED AND DRAINED THROUGHOUT.								
	NORTHERN DIVISION.								
Surat and Broach	Road from Párdi to Chiwal	13	0	.....	13	0	2,847	2,352	
	Road from Daman to Wápi in British Territory .	3	2,640	.....	3	2,640	2,600	892	
	Total, Surat and Broach Districts ...	16	2,640	.....	16	2,640	.....	...	
	TOTAL, NORTHERN DIVISION ...	16	2,640	.....	16	2,640	.. ..	...	
	SOUTHERN DIVISION.								
Belgaum ...	Khánápur Railway Station Road	0	2,640	.....	0	2,640	2,088	79	
	Gunji do. do.	0	3,960	.....	0	3,960	4,540	90	
	Londa do. do.	0	3,960	.....	0	3,960	4,963	134	
	Total, Belgaum District ...	2	0	.....	2	0	.....	...	
Dhárwár ...	Dhárwár-Goa Road from Dhárwár to Tinaighát on the Goa Frontier	57	3,600	.....	57	3,600	2,672	8,731	
	Kárwár-Bellary Road— Section from Hubli to Gadag	34	0	.....	34	0	12,312	5,837	The cost includes Travellers' Bungalows, Dharamshalas, bridges, &c.
	Total, Dhárwár District ...	91	3,600	.....	91	3,600	......	...	
	Carried over ...	2,153	3,328	5 2,397	2,159	445	.....	...	
	Carried over Totals of I-A and I-B Roads ...	2,043	2,368	5 2,397	2,048	4,765	.....	...	

PROVINCIAL ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	2,043 2,368	5 2,397	2,048 4,768	.....	...	
		2,153 3,328	5 2,397	2,159 445	.....	...	
	II.—UNMETALLED ROADS —*continued.*						
	A.—BRIDGED AND DRAINED THROUGHOUT—*concluded.*						
	Southern Division—*concluded.*						
Ratnágiri and Kolába.	Road from Devgad to Nipáni— Section from Deogad to Dájipur *viâ* Phonda...	41 1,320	.....	41 1,320	2,364	4,045	
	Total, Ratnágiri and Kolába District ...	41 1320	.....	41 1,320	.....	...	
	Total, Southern Division ...	134 4,920	.....	134 4,920	.....	...	
	TOTAL, II (A).—BRIDGED AND DRAINED THROUGHOUT	151 2,280	.....	151 2,280	.....	...	
	II.—UNMETALLED ROADS.						
	B.—PARTIALLY BRIDGED AND DRAINED						
	Northern Division.						
Thána	Road from Narel to Mátherán Post Office ...	7 2,640	.....	7 2,640	Unknown ...	1,844	
	Satowli-Khind Road	2 0	.....	2 0	1,785	266	
	Road from Váda to Shirghat	31 0	.....	31 0	5,588	3,872	
	Total, Thána District ...	40 2,640	.....	40 2,640	.....	.....	
	Total, Northern Division ...	40 2,640	.....	40 2,640	.....	.....	

	SOUTHERN DIVISION.								
Belgaum ...	Road from Belgaum to Kárwár—								
	Section from Belgaum to Shitavda *vid* Kháná-pur	35	0	.....	35	0	Unknown	7,222	The road was divided into 2 sections in 1893-94 and therefore the average of 4 years only is given.
	Total, Belgaum District ...	35	0	.....	35	0	.....	.....	
Dhárwár ...	Hubli-Sholápur Road—								
	Section from Hubli to Konur	40	0	.....	40	0	6,130	6,162	
	Havanur-Ekambi Road (1st section) ..	17	0	.....	17	0	2,437	2,535	Five miles being metalled, they are shown under metalled roads.
	Anmode-Hemadgi road from Anmode at the head of the Tinaighat to Hemadgi towards Khánápur	6	3,630	.....	6	3,630	Unknown	1,438	
	Kárwár-Bellary Road—								
	Section from Gadag to Hesrur	11	0	.....	11	0	4,653	1,746	
	Total, Dhárwár District ...	74	3,630	.....	74	3,630	.....	.....	
Kánara ...	Koney-Sea Slope Road at Kárwár	1	2,844	.....	1	2,844	12,079	359	
	Road from Sadáshivgad to Goa Frontier ...	5	2,640	.....	5	2,640	1,014	468	
	Road from Shitowna to Kárwár *vid* Kadra and Anshi Ghat	52	0	.....	52	0	2,619	6,515	
	Road from Yellápur to Ganeshgoody and Barbolly	19	0	.....	19	0	Unknown	746	
	Total, Kánara District ...	78	204	.....	78	204	.....	.....	
Ratnágiri and Kolaba.	Road from Miryabay to Ratnágiri... ...	4	1,700	.....	4	1,700	7,580	615	
	Road from Alibág to Kampoli *vid* Dharamtar—								
	Section from Alibág to Dharamtar ...	13	0	.....	13	0	Unknown	3,687	
	Road from Pen to Washi	3	2,640	.....	3	2,640	4,646	792	
	Road from Dharamtar to Mahád—								
	Section from Dharamtar to Nágothna ...	13	2,640	.....	13	2,640	10,544	2,480	
	Road from Pen to Antora	1	3,960	.....	1	3,960	Unknown	274	
	Road from Poládpur to Hatkambe—								
	Section from Poládpur on the Mahád Fitzgerald Ghat road to Hatkambe on the Ratnágiri-Amba Ghat Road	94	2,640	.....	94	2,640	4,070	8,439	
		130	3,020	.....	130	3,020	.....	...	
	Carried over ...	2,423	562	5 2,397	2,428	2,959	.....	...	
	Carried over Totals of I-A, I-B, and II-A Roads.	2,194	4,648	5 2,397	2,200	1,765	.....	...	

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		2,194	4,648	5	2,397	2,200	1,765	.....	...	
	Brought forwad ...	2,423	562	5	2.397	2,428	2,959	.....	...	
		130	3,020	.....		130	3,020	.....	...	
	II.—UNMETALLED ROADS *—continued.*									
	B.—PARTIALLY BRIDGED AND DRAINED—*continued.*									
	Southern Division—*concluded.*									
Ratnágiri and Kolába—*continued.*	Road from Viziadurg to Phonda near foot of Phonda ghat	42	0	.....		42	0	Unknown ...	3,128	
	Road from Palli to Kasarda—									
	Section from Palli on the Ratnágiri-Ambaghat road to Kasarda on Viziadurg-Phonda road	54	0	.....		54	0	Do. ...	6,741	
	Road from Mahád to Mahábaleshvar—									
	Section from Mahád to Kineshwar ...	15	0	.....		15	0	Do. ...	2,822	
	Do. from Nágothna to Mahád... ...	41	0	.....		41	0	Do. ...	11,330	
	Road from Sangmeshwar to Sakharpe ..	20	1,320	.....		20	1,320	4,941	3,587	
	Road from Ratnágiri to Ambaghat—									
	Section from Ratnágiri to foot of Ambaghat...	33	0	.....		33	0	Unknown	4,152	
	Road from Harnai to Khed *vid* Dápoli ...	25	980	.....		25	980	Do.	3,325	
	Total, Ratnágiri and Kolába District ...	361	40	.....		361	40	.....	.....	
	Road from Sholápur to Hubli—									
Bijápur ...	Section from Tákli on the River Bhima to Konur on the Malprabha	115	2,640	.....		115	2,640	Unknown	10,037	
	Road from Karád to Bijápur—									
	Section from Tikota to Nágaz	14	2,640	.....		14	2,640	Do.	1,010	
	Total, Bijápur District ..	130	0	.....		130	0	.....	.....	

Sátára	Road from Karád to Bijápur— Section from Karád to Nágaz	59	0	.....	59	0	*.....	9,424	*The original cost of this road cannot be traced.
	Total, Sátára District ...	59	0	.....	59	0	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	737	3,874	.....	737	3,874	.....	.....	
	CENTRAL DIVISION.								
Poona	Road from 40th mile to 90th mile (Poona-Sholápur Road, Sections II and III)	50	0	.....	50	0	Unknown	14,618†	†Including road from St. Paul's Church, Poona, to 40th mile.
	Road from Dapuri to 59th mile-stone (Poona-Násik road)	53	0	.....	53	0	Do.	10,028	
	Total, Poona District ...	103	0	.....	103	0	.....	.....	
Khándesh ...	Dhulia-Surat road from Dhulia to Sákri ...	32	0	.....	32	0	6,994	9,098	
	Roads connecting Government buildings at Bhusáwal...	0	2,640	.....	0	2,640	1,614	392	
	Jalgaon-Dharangaon Road	20	0	.....	20	0	4,939	4,151	
	Total, Khándesh District ...	52	2,640	.....	52	2,640	.....	...	
Násik	Nanasighat Road	3	1,320	.....	3	1,320	6,570	421	A road for Forest traffic only.
	Total, Násik District ...	3	1,320	.....	3	1,320	.....	...	
Ahmednagar ...	Road from Ahmednagar to Pimpalgaon (Nagar-Málegaon Road)	66	0	.....	66	0	1,397	2,816	
	Total, Ahmednagar District ...	66	0	.....	66	0	.....	...	
	Carried over ...	3,197	4,562	5 2,397	3,203	1,679	.....	...	
	Carried over Totals of I-A, I-B, and II-A Roads.	2,194	4,648	5 2,397	2,200	1,765	.....	...	

PROVINCIAL ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	2,194 4,648	5 2,397	2,200 1,765	.....	...	
		3,197 4,562	5 2,397	3,203 1,679	.....	...	
	II.—UNMETALLED ROADS —*concluded.*						
	B.—PARTIALLY BRIDGED AND DRAINED—*concluded.*						
	Central Division—*concluded.*						
Sholápur ...	Portion of Poona-Hyderabad Road from Bhima to Tandulwadi	75 0	.....	75 0	4,125	7,550	
	Portion of Sholápur-Bijápur Road from Sholápur to Tákli	19 0	.....	19 0	6,052	3,295	
	Kuslum-Yermalla Road (a Branch road to Nizam's frontier)	8 0	.....	8 0	3,125	1,353	
	Total, Sholápur District ...	102 0	.....	102 0	.....	...	
	Total, Central Division ...	326 3,960	.....	326 3,960	.....	...	
	Total, II (B) Partially bridged and drained ...	1,104 5,194	.....	1,104 5,194	.....	...	
	III.—ROADS, BANKED AND SURFACED WITH "MURAM" OR SIMILAR MATERIAL, BUT NOT DRAINED.						
	Northern Division.						
Thána	Roads through Nanowli and Medvankhinds ...	11 660	.....	11 660	1,128	883	
	Total, Thána District ...	11 660	.....	11 660	.....	...	
	Total, Northern Division ...	11 660	.....	11 660	.....	...	

		CENTRAL DIVISION.								
Khándesh ...	Jakriabari-Ghát Road	2	59	.....		2	59	12,151	490	Under construction.
	Nedi-Ajunta Road (Portion in British Territory).	.....		17	0	17	0	.....	...	
	Total, Khándesh District ...	2	59	17	0	19	59	.....	...	
	TOTAL, CENTRAL DIVISION ...	2	59	17	0	19	59	.....	...	
	TOTAL III, ROADS, BANKED AND SURFACED, &C....	13	719	17	0	30	719	.....	...	
	IV.—ROADS BANKED, BUT NOT SURFACED, PARTIALLY BRIDGED AND DRAINED.									
	NORTHERN DIVISION.									
Ahmedabad ...	Road from Ahmedabad to Hársol (British Portion)	23	0	.....		23	0	2,609	1,154	Constructed from Imperial Funds and repaired from Provincial Funds.
	Total, Ahmedabad District ...	23	0	.....		23	0	.....	...	
	TOTAL, NORTHERN DIVISION ...	23	0	.....		23	0	.....	...	
	SOUTHERN DIVISION.									
Kánara	Road from Karka to Shamzoda	19	0	.....		19	0	Unknown ...	769	
	Total, Kánara District ...	19	0	.....		19	0	.....	...	
	TOTAL, SOUTHERN DIVISION ...	19	0	.....		19	0	.....	...	
	TOTAL IV.—ROADS BANKED BUT NOT SURFACED, PARTIALLY BRIDGED AND DRAINED ...	42	0	.....		42	0	.....	...	
	VI.—ROADS CLEARED ONLY.									
	INDUS RIGHT BANK DIVISION.									
Begári Canals ...	Road from Jacobabad to Khaira Garhi ...	32	2,640	.....		32	2,640	Unknown ...	917	
	Total, Begári Canals ...	32	2,640	.....		32	2,640	.....	...	
	TOTAL, INDUS RIGHT BANK DIVISION ...	32	2,640	.....		32	2,640	.....	...	
	Carried over ...	3,387	2,641	22	2,397	3,409	5,038	.....	...	
	Carried over Totals of I.-A., I.-B., II.-A., II.-B., III. & IV. Roads.	3,355	1	22	2,397	3,377	2,398	.....	...	

PROVINCIAL ROADS—*concluded.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	3,355 1	22 2,397	3,377 2,398	.....	...	
		3,387 2,641	22 2,397	3,409 5,038	.....	...	
	VI.—ROADS CLEARED ONLY—*concluded*						
	SOUTHERN DIVISION.						
Kánara ...	Kundal Ghát approach	9 0	.....	9 0	Unknown ...	489	
	Dhokerpa Ghát approach	7 2,640	.....	7 2,640	Do. ...	296	
	Kuveshi Ghát approach	11 0	.....	11 0	Do. ...	345	
	Diggi Ghát approach	20 2,640	.....	20 2,640	Do. ...	1,309	
	Total, Kánara District ...	48 0	.....	48 0	.....	...	
	TOTAL, SOUTHERN DIVISION ...	48 0	.....	48 0	.....	...	
	CENTRAL DIVISION.						
Khándesh ...	Dhulia-Surat Road from Sakri to Pakhari ...	50 0	.....	50 0	Unknown ...	2,121	
	Total, Khándesh District ...	50 0	.....	50 0	.....	...	
Násik	Satighat Road	5 0	.....	5 0	.....	...	A road for forest traffic only.
	Satighat-Harsul Road	3 0	.....	3 0	.....	...	Do. do.
	Karanjli do.	18 0	.....	18 0	.....	...	A road for administrated purposes only. Little or no traffic.
	Total, Násik District ...	26 0	.....	26 0	.....	...	
Ahmednagar ...	Road from Málegaon to Ambit	11 0	.....	11 0	1,095	335	
	Total, Ahmednagar District ...	11 0	.....	11 0	.....	...	
	Total, Central Division ...	87 0	.....	87 0	.....	...	
	TOTAL VI.—ROADS CLEARED ONLY ...	167 2,640	.....	167 2,640	.....	...	
	Grand Total, Provincial Road ...	3,522 2,641	22 2,397	3,544 5,038	.....	...	
	Total of I.-A., I.-B., II.-A., II.-B., III., IV. & VI.	3,522 2,641	22 2,397	3,544 5,038	.....	...	

ABSTRACT OF PROVINCIAL ROADS.

	I.—METALLED ROADS.				II.—UNMETALLED ROADS.				III.—ROADS.		IV.—ROADS.		V.—ROADS.		VI.—ROADS.	
	A.—BRIDGED AND DRAINED THROUGHOUT.		B.—PARTIALLY BRIDGED AND DRAINED.		A.—BRIDGED AND DRAINED THROUGHOUT.		B.—PARTIALLY BRIDGED AND DRAINED.		BANKED AND SURFACED WITH MURAM OR SIMILAR MATERIAL, BUT NOT BRIDGED.		BANKED, BUT NOT SURFACED PARTIALLY BRIDGED AND DRAINED.		CLEARED PARTIALLY, BRIDGED AND DRAINED.		CLEARED ONLY.	
	Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.	
	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.
	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.
Northern Division	103 3,829	5 2,397	95 0	.....	16 2,640	.....	40 2,640	.....	11 660	.....	23 0	.....	.....	.....	.....	.....
Southern Division	827 2,394	.....	300 3,785	.....	134 4,020	.....	737 3,874	.....	.....	.....	19 0	.....	.....	.....	48 0	.....
Central Division	290 3,822	.....	356 2,690	.....	.....	.....	326 3,960	.....	2 59	17 0	.....	.....	.....	.....	87 0	.....
Aden	4 1,083	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indus Right Bank Division .	5 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32 2,640	.....
Indus Left Bank Division ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	1,231 1,178	5 2,397	812 1,190	.....	151 2,280	.....	1,104 5,194	.....	13 719	17 0	42 0	.....	.....	.....	167 2,640	.....

	LENGTH IN MILES.					
	Completed.		In progress.		Total.	
	Ms.	ft.	Ms.	ft.	Ms.	ft.
Imperial Military Roads	5	4,435	.....		5	4,435
Imperial Civil Roads	6	3,970	.....		6	3,970
Provincial Roads IA, IB, II-A, II-B, III. IV & VI	3,522	2,641	22	2,397	3,544	5,038

Statement showing the Mileage, &c., and Progress of LOCAL FUND ROADS maintained by the Public Works Department in the Bombay Presidency for the year 1896-97.

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	I.—METALLED ROADS.	Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	A.—BRIDGED AND DRAINED THROUGHOUT.						
	Northern Division.						
Ahmedabad ...	Road from Bávla to near the Sábarmati Railway Station *vid* Ahmedabad	24 0	.....	24 0	4,814	9,839	Constructed from Bávla to Ahmedabad from Imperial Funds, and the remaining portion from Local Funds.
	Road from Sárkhej to Sánand	9 0	.....	9 0	7,572	4,479	
	Road from Sánand to Sánand Railway Station...	2 2,640	.....	2 2,640	8,857	920	
	Road from Ahmedabad to Báreja	11 0	.....	11 0	10,418	2,444	
	Road from Astodia Gate, Ahmedabad, to Sháhálum, and thence to Chándola Tank, and a branch from Sháhálum to Kankeria ...	2 2,700	.....	2 2,700	8,655	936	
	Road from Ahmedabad to Dholka up to mile No. 8	8 0	.....	8 0	4,313	3,448	
	— Total, Ahmedabad District ...	57 60	.....	57 60	.....	...	
Kaira and Panch Maháls.	Road from Kaira to Mehmadabad, including branch road to Kaira *vid* Camp and the branch to Collector's bungalow	11 1,377	.....	11 1,377	8,507	4,593	
	Road from Kaira to Sábarmati river, including branch to Náika from Vásna	14 2,740	.....	14 2,740	6,241	6,452	
	Road from Vásad to Borsad	11 880	.....	11 880	11,140	3,937	
	Road from Páli to Hangádi	5 1,320	.....	5 1,320	Not known...	415	Only half mile is metalled and the rest is a cleared track.
	Road from Nadiád to Kapadvanj	27 0	.....	27 0	15,676	7,946	
	Road from Dákor to Kapadvanj	20 2,000	.....	20 2,000	6,723	6,631	

	Road from Bárejri Railway Station to Náika ...	14	1,020	.....	14	1,020	6,857	6,733	
	Road from Limkheda to Jhálod	25	2,640	.....	25	2,640	5,652	5,590	
	Road from Municipal limit to the Railway Station at Dohad...	0	3,022	.....	0	3,022	3,843	453	
	Road from Petlád to Cambay (British portion) .	5	5,052	.....	5	5,052	8,513	2,080	
	Total, Kaira and Panch Maháls Districts ...	135	4,211	.....	135	4,211	.....	...	
	Surat District.								
	Road from Bilimora to Chikhli (in British Territory)	2	2,640	.....	2	2,640	4,252	994	Constructed from Provincial and Local Funds in the proportion of 1 to 2. Maintained from Local Funds.
	Road from Kim to Turkeshvar and thence to Mándvi	27	0	.....	27	0	10,804	4,446	Constructed and maintained from Local Funds.
	Road from Sachin to Lajpore	3	0	.....	3	0	4,218	1,000	Constructed and maintained from funds provided by the Sachin State.
	Road from Surat to Sachin (in British Territory).	3	2,640	.....	3	2,640	11,426	3,900	Constructed and maintained from Local Funds.
	Road from Surat to Sachin (in Sachin State) ...	4	0	.....	4	0	6.253		Constructed and maintained from funds provided by the Sachin State.
	Road from Udváda Railway Station to Udváda village	4	0	.....	4	0	6,445	...	Completed in 1896-97 from funds contributed by Bái Motlábai Jahángirji Wádia of Bombay.
Surat and Broach.	Road from Surat to Bárdoli (within British Territory)	5	1,320	.....	5	1,320	23,701	2,422	Constructed and maintained from Local Funds.
	Total, Surat District ...	49	1,320	.....	49	1,320	.....	...	
	Broach District.								
	Road from Anklesvar to Hánsot	13	2,640	.....	13	2,640	16,135	4,988	Constructed and maintained from Local Funds.
	Road from Anklesvar to Borebhata ...	3	0	.....	3	0	13,093	1,157	Do. do.
	Road from Broach to Dehegám	.....		2 0	2	0	5,035	...	In progress.
	Road from Broach to Jambusar	29	0	.....	29	0	26,223	7,446	
	Total, Broach District ...	45	2,640	2 0	47	2,640	.....	...	
	Total, Surat and Broach Districts ...	94	3,960	2 0	96	3,960	.....	...	
	Carried over ...	287	2,951	2 0	289	2,951	.....	...	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	287 2,951	2 0	289 2,951	.....	...	
	I.—METALLED ROADS—*continued.*						
	A.—BRIDGED AND DRAINED THROUGHOUT—*continued.*						
	Northern Division—*concluded.*						
Thána	Road from Sanján Station to Bandar... ...	2 2,640	.....	2 2,640	Unknown ...	199	
	Road from Virár to Agáshi	3 2,640	.....	3 2,640	Do. ...	900	
	Road from Bándra to Ghodbandar... ...	18 1,320	.....	18 1,320	Do. ...	7,378	
	Bridge at Kalva	0 1,400	.....	0 1,400	Do. ...	509	
	Road from Sopara to Nila	1 980	.....	1 980	5,370	767	
	Road from Sion to Trombay	6 1,320	.....	6 1,320	Unknown ...	1,498	
	Road from Bhiwndi to Kone	5 0	.....	5 0	6,717	2,001	
	Road from Vevji to Umbargaon	4 2,805	.....	4 2,805	5,463	1,071	
	Road from Dáhánu Station to Powda Creek ...	1 1,320	.....	1 1,320	7,969	285	
	Road from Kurla to Versova	7 2,640	.....	7 2,640	Unknown ...	1,976	
	Road from Ghátkoper to Máhul	6 0	.....	6 0	Do. ...	1,456	
	Pokhran road	4 1,320	.....	4 1,320	1,268	648	
	Road from Chowk to Karjat	6 0	.....	6 0	Unknown ...	1,867	
	Total, Thána District ...	66 2,545	.....	66 2,545	.....	...	
	Total, Northern Division ...	354 216	2 0	356 216	.....	...	

		Southern Division.							
Belgaum	...	Road from Sankeshwar to Hukeri... ...	9	0	.....	9	0	1,654	654	
		Road from Dhupdal Railway Station to Gokák Mills	3	1,320	.....	3	1,320	7,778	340	Average for 2 years only.
		Total, Belgaum District ...	12	1,320	.....	12	1,320	.....	...	
Dhárwár	...	Dhárwár-Haliyál road between Dhárwár and Mávinkop in Dhárwár Táluka	16	2,640	.....	16	2,640	1,301	4,931	
		Motibennur-Byádgi road	3	0	.....	3	0	2,240	804	
		Road between Karajgi and Southern Marátha Railway Station at Karajgi	3	239	.....	3	239	6,553	...	Completed in 1896-97, but some land compensation charges still are to be paid.
		Total, Dhárwár District ...	22	2,879	.....	22	2,879	.....	...	
Ratnágiri and Kolába.		Uran-Karanja road	4	0	.....	4	0	Unknown ...	1,106	Only 3 years average as the road was transferred for maintenance to this Department in 1894-95.
		Total, Ratnágiri and Kolába Districts ...	4	0	.....	4	0	.....	...	
Bijápur	...	Bágalkot-Hungund road	27	2,640	.....	27	2,640	2,437	3,741	Supplying metal by Famine labour was in progress during the year under report and Rs. 84,293 were spent on that account.
		Total, Bijápur District ...	27	2,640	.....	27	2,640	.....	...	
Sátára ...	...	Wái-Wáthár road	18	0	.....	18	0	7,103	5,517	
		Sátára-Pádli road	10	0	.....	10	0	9,309	3,079	
		Total, Sátára District ...	28	0	.....	28	0	.....	...	
		Total, Southern Division ...	94	1,559	.....	94	1,559	.....	...	
		Carried over ...	448	1,775	2 0	450	1,775	.....	...	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total cost of construction per mile	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	448	1,775	2	0	450	1,775	.....	...	
	I.—METALLED ROADS—*continued.*									
	A.—BRIDDED AND DRAINED THROUGHOUT—*concluded.*									
	CENTRAL DIVISION.									
Poona ...	Portion of road from Lakdipul to join Ganesh Khind road	1	220	.....		1	220	Unknown ...	488	For three years.
	Total, Poona District ...	1	220	.....		1	220	.....	...	
Násik ...	Násik-Trimbak road	18	0	.. ...		18	0	2,664	2,989	Passing *via* Mahiraoni and Anjeneri hill metalled throughout. Small nálás drained. Dip provided.
	Roads in and about Násik	2	0	.....		2	0	Unknown ...	456	Metalled and drained. These form 2 branches one Sharanpur and the other Johal.
	Shalbasi Ghát road	3	0	.....		3	0	Do. ...	405	Metalled and drained Ghát road.
	Total, Násik District ...	23	0	.....		23	0	.....	...	
	TOTAL, CENTRAL DIVISION ...	24	220	.....		24	220	.....	...	
	TOTAL, I.—METALLED ROADS.									
	A.—BRIDGED AND DRAINED THROUGHOUT	472	1,995	2	0	474	1,995	.....	...	

I.—METALLED ROADS.

B.—PARTIALLY BRIDGED AND DRAINED.

NORTHERN DIVISION.

Ahmedabad ...	Road from Dhandhuka to Gogo (British portion).	34	0	.....	34	0	*18,980	3,966	*This includes the cost of improvements sanctioned by the District Lolal Boards for a portion of road 6 miles in length from Dhandhuka to Tagdi. Constructed from Imperial Funds, but now repaired from Local Funds.
	Road from Dhandhuka to Ránpur	18	0	.....	18	0	4,860	2,767	
	Total, Ahmedabad District ...	52	0	.....	52	0	.....	...	
Kaira and Panch Maháls.	Road from Godhra to Dohad, including a branch to Baria from Ashadi	53	0	.....	53	0	12,514	7,670	
	Road from Nadiád to Wásna, including Nadiád, Matar and Ratanpur branches	18	3,628	.....	18	3,628	6,252	6,174	
	Road from Godhra to Shera	14	0	.....	14	0	5,244	909	This road is to be repaired from Provincial Funds from 1st April 1897.
	Total, Kaira and Panch Maháls District ...	85	3,628	.....	85	3,628	.....	...	
Surat and Broach..	Road from Bárdoli to Sarbhon	5	660	.....	5	660	3,445	921	Constructed and maintained from Local Funds.
	Total, Surat and Broach Districts ...	5	660	.....	5	660	.....	...	
Thána	Road from Wadowli to Sion Trombay ...	0	2,800	.....	0	2,800	Do. ...	206	
	Chincholi Road	0	1,600	.....	0	1,600	Do. ...	130	
	Road from Bhayndar to Utan	6	2,640	.....	6	2,640	6,382	1,156	
	Road from Ambadi to Vajreshwari ...	.....		4 4,400	4	4,400	.....	...	Works in progress. Maintenance not commenced.
	Road from Bhiwndi to Váda	25	2,640	.....	25	2,640	6,162	7,102	
	Road from Kalyán to Málsej Ghát... ...	35	2,640	.....	35	2,640	5,926	10,752	
	Road from Kurla to Koli Kalyán	0	1,000	.....	0	1,000	Unknown ...	219	
	Road from Maroli to Anikchambur ...	0	960	.....	0	960	Do. ...	52	
	Total, Thána District ...	68	3,720	4 4,400	73	2,840	.....	...	
	TOTAL, NORTHERN DIVISION ...	211	2,728	4 4,400	216	1,848	.....	...	
	Carried over ...	683	4,723	6 4,400	690	3,843	.....	...	
	Total of I-A.—Roads ...	472	1,995	2 0	474	1,995	.....	...	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	472	1,995	2	0	474	1,995	.....	...	
		683	4,723	6	4,400	690	3,843	.....	...	
	I.—METALLED ROADS—*continued.*									
	B.—PARTIALLY BRIDGED AND DRAINED—*concluded.*									
	Southern Division.									
Belgaum ...	Road from Gokák Mills to Gokák town 2nd Section	.....		5	660	5	660	.....	...	In progress as a Famine test work.
	Total, Belgaum District ...	.....		5	660	5	660	.....	...	
Dhárwár ...	Dhárwár-Saundatti Road *viâ* Aminbhavi between Dhárwár and Hirebelwadi ...	11	1,320	.....		11	1,320	2,312	3,137	
	Navalgund-Annigeri Road	11	2,640	.....		11	2,640	9,585	2,744	
	Total, Dhárwár District ...	22	3,960	.....		22	3,960	.....	...	
Bijápur ...	Ilkal-Hungund Road	8	0	.....		8	0	2,891	1,077*	* Supplying metal by Famine labour was in progress during the year under report and Rs. 18,974 were spent on that account. The average is onl for 3 years.
	Guledgud-Katgeri Road	6	2,640	.....		6	2,640	4,504	756	
	Total, Bijápur District ...	14	2,640	.....		14	2,640	.....	...	

Sátára ...	Wái-Pachwad Road	8	0	.....	8	0	1,935	954		
	Peth-Sangli Road	20	0	.....	20	0	4,795	2,894		
	Tasgaon-Ashta Road (station road) ...	6	0	.....	6	0	4,732	1,508		
	Total, Sátára District ...	34	0	.....	34	0	.....	...		
	TOTAL, SOUTHERN DIVISION ...	71	1,320	5 • 660	76	1,980	.....	...		
	CENTRAL DIVISION.									
Poona ...	Road from Junnar to Narayengaon ...	9	0	.....	9	0	Unknown ...	1,188		
	Road from Poona to Páud	17	2,640	.....	17	2,640	Do. ...	3,328		
	Road from Poona to Alandi	9	0	.....	9	0	Do. ..	1,867		
	Road from Poona to Singhar	13	0	.....	13	0	Do. ...	2,893		
	Metalling the Ghoda-Ambegaon Road (portion of Manchar-Ambegaon Road)	.....		.....	.....		.....	...	Expenditure Rs. 6,146 on metalling the muram surface with a coating of blasted metal. Metal collection in progress by Famine labour.	
	Total, Poona District ...	48	2,640	.....	48	2,640	.....	...		
Khándesh ...	Shirpur Branch Road	1	2,640	.....	1	2,640	Unknown ...	347		
	Sáwada-Gatha Road	3	0	.....	3	0	2,649	1,340		
	Total, Khándesh District ...	4	2,640	.....	4	2,640	.....	...		
Násik ...	Ghoti-Barighat road	13	1,320	.....	13	1,320	2,767	1,613	Passing *viâ* Ubhade to Banghát. River Darna at Ghoti has a boat. The River Kadwa beyond not bridged.	
	Total, Násik District ...	13	1,320	.....	13	1,320	.....	...		
	TOTAL, CENTRAL DIVISION ...	66	1,320	.....	66	1,320	.....	...		
	TOTAL, I-B.—PARTIALLY BRIDGED AND DRAINRD	349	88	9 5,060	358	5,148	.....	...		
	Carried over ...	821	2,083	11 5,060	833	1,863	.....	...		
	Carried over Totals of I-A and I-B—Roads ...	821	2,083	11 5,060	833	1,863	.....	...		

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	821 2,083	11 5,060	833 1,863	.....	...	
		821 2,083	11 5,060	833 1,863	.....	...	
	II.—UNMETALLED ROADS.						
	A.—BRIDGED AND DRAINED THROUGHOUT.						
	NORTHERN DIVISION.						
Kaira and Panch Maháls.	Road from Kákal to Jámbughoda	27 0	.....	27 0	971	1,068	
	Total, Kaira and Panch Maháls Districts ...	27 0	.....	27 0	.....	...	
	—Surat District.						
Surat and Broach.	Road from Bulsár to Dharampur	15 1,320	.....	15 1,320	5,545	3,228	Constructed and maintained from Local Funds.
	Road from Ránder to Bhesan	.....	2 0	2 0	4,717	...	In progress. From Incorporated Local Funds.
	Road from Ránder to Olpád	8 2,640	.....	8 2,640	10,805	3,939	Constructed and maintained from Local Funds.
	Road from Chikhli to Bánsda in British Territory	10 2,640	.....	10 2,640	1,608	3,324	Do. do.
	Road from Bulsár to Párdi *vid* Par river ...	6 2,640	.....	6 2,640	Unknown ...	1,745	Do. do.
	Road from Kentish turning Junction to Gavier	4 2,640	.....	4 2,640	Do. ...	1,760	Do. do.
	Road from Khim to Sahol	7 0	.....	7 0	Do. ...	700	Do. do.
	Road from Surat Railway Station to Varacha ...	3 2,640	.....	3 2,640	4,984	1,598	Do. do.

	Road from Jafferalli Gate to Pársi Tower of Silence	.....		1	1,320	1	1,320	5,480	...	In progress. From Incorporated Local Funds.
	Total, Surat District ...	55	3,960	3	1,320	59	0	.....	...	
	Broach District.									
	Road from Broach to Zadesur	.....		2	2,640	2	2,640	3,445	...	In progress.
	Road from Dehegam to Kukerwáda ...	.....		1	1,242	1	1,242	5,824	...	Do.
	Total, Broach District ...	.....		3	3,882	3	3,882	.....	...	
	Total, Surat and Broach Districts ...	55	3,960	6	5,202	62	3,882	.....	...	
Thána	Road from Boisar to Chinchni	7	2,640	.....		7	2,640	Unknown ...	1,507	
	Road from Gokhirwa to Pápdi	5	2,640	.....		5	2,640	Do. ...	2,307	
	Road from Saki to Vihár	3	0	.....		3	0	Do. ...	518	
	Road from Bhándup to Vihár	2	2,640	.....		2	2,640	Do. ...	120	
	Branch road connecting Papdi-Gokhirwa and Satowli Khind	.....		1	1,320	1	1,320	.....	...	Work in progress. Maintenance not commenced.
	Total, Thána District ...	18	2,640	1	1,320	19	3,960	.....	...	
	Total, Northern Division ...	101	1,320	8	1,242	109	2,562	.....	...	
	Southern Division.									
Belgaum ...	Road from Nipani to Mahalingpur ...	53	0	.....		53	0	8,645	6,946	
	Do. Gokák to Hukeri	18	2,640	.....		18	2,640	10,027	2,507	
	Total, Belgaum District ...	71	2,640	.....		71	2,640	.....	...	
	Carried over ...	994	763	20	1,022	1,014	1,785	.....	...	
	Carried over Totals of I-A and I-B,—Roads ...	821	2,083	11	5,060	833	1,863	.....	...	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	821	2,083	11	5,060	833	1,863	.....	...	
		994	763	20	1,022	1,014	1,785	.....	...	
	II.—UNMETALLED ROADS—*contd.*									
	A.—BRIDGED AND DRAINED THROUGHOUT—*concluded.*									
	Southern Division—*concluded.*									
Ratnágiri and Kolába.	Road from Alibág to Rewas	15	0	.....		15	0	10,033	2,259	
	Road over Mutholi Khind (section of Indápur and Tale road)	2	1,655	.....		2	1,655	7,585	397	
	Portion of Pen-Panvel Road between Dusavi-ford and Kalhe Khind	3	2,640	.....		3	2,640	4,856	1,218	
	Pen-Panvel Road from Karli Khind to Palaspe...	5	3,520	.....		5	3,520	8,470		
	Total, Ratnágiri and Kolába Districts ...	26	2,535	.....		26	2,535	.....	...	
	Total, Southern Division ...	97	5,175	.....		97	5,175	.....	...	
	Central Division.									
Poona	Road from Talegaon to Railway Station ...	1	1,320	.....		1	1,320	1,776	148	
	Do. Lonikalbhar to join Sholápur Road:..	0	412	.....		0	412	Unknown.	43	
	Total, Poona District ...	1	1,732	.....		1	1,732	.....	...	
Ahmednagar ...	Road from the village of Belwandi to the Belwandi Station	3	1,320	.....		3	1,320	4,940	281	
	Kopergaon-Signápur Road	2	1,320	.....		2	1,320	4,965	262	
	Ráhuri Station Feeder Road	3	0	.....		3	0	3,545	412	
	Total, Ahmednagar District ...	8	2,640	.....		8	2,640	.....	...	

Sholápur	Road from Jeur to Karmála	11	0	.....	11	0	4,917	1,041	
	Total, Sholápur District ...	11	0	.....	11	0	.....	...	
	TOTAL, CENTRAL DIVISION ...	20	4,372	.....	20	4,372	.....	...	
	TOTAL, II (A) BRIDGED AND DRAINED THROUGHOUT	220	307	8 1,242	228	1,549	.....	...	
	II.—UNMETALLED ROADS.								
	B.—PARTIALLY BRIDGED AND DRAINED.								
	NORTHERN DIVISION.								
Kaira and Panch Mahals.	Road from Godhra to Khakhadia, including a branch to the Railway Station	22	2,640	.....	22	2,640	10,146	1,249	
	Road from Orwada *via* Morwa to Sunth Frontier.	20	0	.....	20	0	3,654	1,165	This road is to be repaired from Provincial Fund from 1st April 1897.
	Total, Kaira and Panch Mahals District ...	42	2,640	.....	42	2,640	.....	...	
Thána	Road from Máhim to Váda	32	0	.....	32	0	2,943	6,726	
	Road from Bassein to Nirmal	5	2,640	.....	5	2,640	Unknown ...	994	
	Road from Kalyán to Dahisar	9	0	.....	9	0	3,777	1,400	
	Road from Málád to Merv	3	2,640	.....	3	2,640	5,739	1,211	
	Road from Kelva to Belápur (1st Section) ...	7	500	.....	7	500	1,897	1,275	
	Raod from Bhándup to Agra Road ...	0	3,025	.....	0	3,025	Unknown ...	58	
	Road from Govindi to Sion Trombay ...	0	3,100	.....	0	3,100	Do. ...	108	
	Road from Kondivti to Bándra-Ghodbandar road	0	3,000	.....	0	3,000	Do. ...	101	
	Road from Thána to Ghodbnadar	7	2,640	.....	7	2,640	3,502	898	
	Páwai village Road	2	2,350	.....	2	2,350	Unknown ...	397	
	Kondivti Road	0	2,200	.....	0	2,200	Do. ...	56	
	Total, Thána District ...	69	1,075	.....	69	1,075	.....	...	
	TOTAL, NORTHERN DIVISION ...	111	3,715	.....	111	3,715	.....	...	
	Carried over ...	1,153	825	20 1,022	1,173	1,847	.....	...	
	Carried over Totals of I-A., I-B., and II-A. Roads.	1,041	2,390	20 1,022	1,061	3,412	.....	...	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought over ...	1,041	2,390	20	1,022	1,061	3,412	.....	...	
		1,153	825	20	1,022	1,173	1,847	.....	...	
	II.—UNMETALLED ROADS—*contd.*									
	B.—PARTIALLY BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	Southern Division.									
Belgaum ...	Road from Gokák to Navalgund	45	0	.....		45	0	8,981	5,700	
	Road from Athni to Kágvad	24	0	.....		24	0	Unknown ...	2,859	
	Road from Gotur to Tásgaon	47	0	.....		47	0	Do. ...	3,817	
	Road from Sundatti to Dhárwár	11	2,640	.....		11	2,640	4,328	1,116	Average of 3 years only.
	Road from Manoli to Saundatti	6	1,320	.....		6	1,320	5,034	821	Do.
	Road from Kudchi to Terdal	.....		10	3,005	10	3,005	.....	...	In progress.
	Total, Belgaum District ...	133	3,960	10	3,005	144	1,685	.....	...	
Dhárwár ...	Harihar-Sámasgi Road...	51	1,980	.....		51	1,980	Unknown ...	7,770	
	Byadgi-Havasbhavi Road	10	3,960	.....		10	3,960	2,240	1,925	
	Tadas-Gundi Road	34	3,960	.....		34	3,960	Unknown ...	5,304	
	Masur-Mundergi Road...	47	600	.....		47	600	684	6,709	Out of the whole length about 3 miles are unmade.
	Palla-Bádámi Road	78	1,980	.....		78	1,980	1,971	11,644	The first Section of this road from Yelvigi to Bankápur is metalled, bridged and drained. Improvements between Gadag and Mulgund are in progress. Do. in Savanur State completed at a cost of Rs. 6,579. Do. near mile 47 Rs. 658. Do. in Town of Ron Rs. 700.

	Dhárwár-Tadas road	27	600	.....		27	600	1,359	3,686	
	Navalgund-Ron road	28	0	.....		28	0	6,470	3,951	A slab drain in mile No. 19 of the road was constructed at a cost of Rs. 361 during the year 1896-97. Improvements to the road in the town of Ron were completed at a cost of Rs. 3,406.
	Road from Gajendragad to Naregal ...	.....		15	4,149	15	4,149	.....	...	Under construction.
	Road from Nargund to Mallapur ...	.....		13	4,870	13	4,870	.....	...	Under construction.
	Total, Dhárwár District ...	277	2,520	29	3,739	307	979	.....	...	
Rátnagiri and Kolába Districts.	Road from Salao to Korlai	2	1,760	.....		2	1,760	2,428	410	
	Road from Pen to Kharapada	7	0	.....		7	0	Unknown ...	1,165	Only four years' average, as the roads were transferred for maintenance to this Department in 1893-94.
	Road from Alibág to Revdanda—									
	Portion from Sákkar to Revdanda ...	8	3,960	.....		8	3,960	2,322	1,603	
	Road from Kalka to Palaspe	2	0	.....		2	0	Unknown ...	179	
	Road from Guhágar to Chikhli	8	0	.....		8	0	2,520	998	Only three years' average as the road was constructed in 1894-95.
	Total, Ratnágiri and Kolába Districts ...	28	440	.....		28	440	.....	...	
Bijápur ...	Road from Kerar to Katgeri	9	0	.....		9	0	2,882	719	The average is only for 3 years.
	Road from Mirya Bay to Sindgi *viâ* the Amba-ghát—									
	Section from Bijápur to Sindgi... ...	35	2,640	.....		35	2,640	.....	3,811	Earth-work and certain masonry works were completed as an ordinary original work at a Local Fund outlay of Rs. 14,014. Collection of metal, &c., was done by famine labour and Rs. 37,918 were spent on that account.
	Road from Bijápur to Indi	30	0	.....		30	0	.....	982	Portion from Bijápur to Nagthan only has been in charge of this Department for maintenance since last year.
	Road from Indi to Indi Railway Station ...	3	2,640	.....		3	2,640	3,600	616	
	Muddebihál-Chimalgi road	19	2,640	.....		19	2,640	4,372	2,800	Supplying metal by famine labour was in progress during the year under report and Rs. 52,670 were spent on that account.
	Road from Bijápur to Bágevádi	24	0	.....		24	0	Unknown ...	3,302	Improvements were done by deviating the line, &c., and Rs. 8,136 were spent last year on this account.
	Carried over ...	121	2,640	.....		121	2640	.....	...	
	Carried over ...	1,592	2,465	60	2,486	1,652	4,951	.....	...	
	Carried over Totals of I.-A., I.-B., and II.-A.-Roads	1,041	2,390	20	1,022	1,061	3,412	.....	...	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought over ...	1,041	2,390	20	1,022	1,061	3,412	.....	...	
		1,592	2,465	60	2,486	1,652	4,951	.....	...	
	II.—UNMETALLED ROADS—*contd.*	121	2,640	.....		121	2,640	.....	...	
	B.—PARTIALLY BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	SOUTHERN DIVISION—*concluded.*									
Bijápur-*contd.*	Sholápur-Bellari Road—									
	Portion from Indi to Tambe	13	0	.....		13	0	Unknown ...	1,486	The average is only for 4 years.
	Almel-Pandharpur Road.—									
	Portion from Almel to Shirdhon	48	0	.....		48	0	.....	1,124	Only portion from Indi to Almel has been in charge of this Department for maintenance since last year.
	Total, Bijápur District ...	182	2,640	.....		182	2,640	.....	...	
Sátára ...	Sátára-Pandharpur road (within the limits of Sátára District)	60	0	.....		60	0	1,277	9,455	
	Sátára-Lonand Road.—									
	Portion of old Poona road from Waduth to the Nira river	27	0	.....		27	0	753	2,346	
	Sátára-Tásgaon road	64	0	.....		64	0	722	5,675	
	Malharpeth-Pandharpur Road (within the limits of the Sátára District)	54	0	.....		54	0	931	6,535	

	Karád-Tásgaon road	35	0	.....		35	0	2,345	4,158	
	Pusegaon-Waduj road	12	0	.....		12	0	2,264	1,345	
	Total, Sátára District ...	252	0	.....		252	0	.....	...	
	TOTAL, SOUTHERN DIVISION ...	873	4,280	40	1,464	914	464	.....	...	
	CENTRAL DIVISION.									
	Road from Hadapsur to Nira bridge (old Sátára road)	38	4,224	.....		38	4,224	3,483	5,096	
	Road from Wadgaon to Shikrapur ...	33	0	.....		33	0	2,586	6,023	
	Road from Pátus to Pátus Railway Station ...	3	1,320	.....		3	1,320	Unknown ...	296	
	Road from Bárámati to Khanowta ...	21	0	.....		21	0	Do. ...	1,993	
	Road from Nira bridge to Sirúr	55	3,960	.....		55	3,960	Do. ...	4,760	
	Road from Manchar to A'mbegaon ...	18	4,100	.....		18	4,100	3,146	2,450	
Poona ...	Road from Diksal Railway Station to join Sholápur road	1	1,320	.....		1	1,320	315	162	
	Road from Lanowli to foot of Sakal-pathar ...	3	0	.....		3	0	Unknown ...	197	
	Road from Loni to Pábul	15	0	.....		15	0	Do. ...	1,140	Half the road is kept in repair, the grant being insufficient for the whole length.
	Road from Indápur to Bárámati	31	0	.....		31	0	228	2,448	Expenditure Rs. 70,618 on part collection of metal and muram by famine labour and the work closed as famine relief-work.
	Road from village of Mundwa to the proposed station on the G. I. P. Railway line ...	0	3,692	.....		0	3,692	2,990	121	For four years.
	Bárámati-Nira Station road	.....		25	0	25	0	.....	...	Under constructions. Expenditure Rs. 26,919 on masonry drains, and road dams with necessary embankments and cutting. Etarthwork in progress by famine labour.
	Total, Poona District ...	221	2,776	25	0	246	2,776	.....	...	
	Road from Amalner to Chopda—									
	Section from Amalner to Tápti ...	.....		12	0	12	0	.....	...	
	Do. Tapti river to Chopda ...	.....		8	0	8	0	.....	...	Under construction.
	Do. Bhusával to Jalgaon ...	3	0	11	0	14	0	.....	...	
Khándesh ...	Do. 2nd Section Duskheda to Anjala	5	0	.....		5	0	4,299	...	
	Station roads, Dhulia	8	0	.....		8	0	Unknown ...	1,012	
	Bhusávl-Yáwal road	11	0	.....		11	0	6,919	2,424	
	Jalgaon-Jámner road	22	0	.....		22	0	Unknown ...	4,819	Portion from Neri to Jámner to be originally constructed by Local Board.
	Carried forward...	49	0	31	0	80	0	.....	...	
		2,248	2,601	85	2,486	2,333	5,087	.....	...	
	Carried over Totals of I-A, I-B, and II-A Roads	1,041	2,390	20	1,022	1,061	3,412	.....	...	

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		1,041	2,390	20	1,022	1,061	3,412	.....	...	
	Brought over ...	2,248	2,601	85	2,486	2,333	5,087	.....	...	
		49	0	31	0	80	0	.....	...	
	II.—UNMETALLED ROADS—*contd.*									
	B.—PARTIALLY BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	Central Division—*continued.*									
Khándesh—*continued.*	Chálisgaon-Outrámghát road	12	2,640	.....		12	2,640	19,372	3,419	
	Dhulia-Amalner road	18	0	.....		18	0	47,740	2,677	
	Dondaicha-Sháháda road	17	0	.....		17	0	7,135	4,558	
	Máheji Station road	2	2,640	.....		2	2,640	Unknown ...	482	
	Erandol-Tápti road	18	2,640	.....		18	2,640	Do. ...	3,715	
	Kujgaon-Párola road	22	0	.....		22	0	6,004	4,404	
	Mhasavad-Dhulia road	46	0	.....		46	0	Unknown ...	9,376	Portion from Dhulia to Fagna (4½ miles) is metalled.
	Nasirabad-Bhádli road...	1	2,640	.....		1	2,640	4,018	420	
	Páchora-Bhadgaon road	8	2,640	.....		8	2,640	2,385	1,612	
	Songir-Nándurbar road	45	0	.....		45	0	5,723	14,798	
	Sakri-Pimpalner road	13	2,640	.....		13	2,640	5,954	2,672	
	Bhádgaon-Talwáda road	9	0	.....		9	0	Unknown ...	1,519	
	Cross road at Chálisgaon	1	0	.....		1	0	Do. ...	...	Amalgamated with the Chálisgaon-Outrámghát road, as it forms part of it.
	Chálisgaon Station road	1	0	.....		1	0	Do. ...	...	Do. do.
	Junction road at Bhadgaon	1	783	.....		1	783	5,620	...	Do. with Páchora-Bhádgaon road.
	Cross road at Erandol	1	453	.....		1	453	6,228	...	Amalgamated with Erandol-Tápti road as it forms part of it.
	Bhusával-Sakegaon Road—									
	Bhusával-Sakegaon road, 1st portion ...	2	3,960	.....		2	3,960	4,256	283	
	Total, Khándesh District ...	269	5,196	31	0	300	5,196	.....	...	

Násik	Násik-Dindori and Kalvan road	44	0	.....		44	0	4,170	4,625	The road is metalled in few of the miles. The rest is muramed, has dips at large river crossings. The road passes *vid* Dindori, Jani and Javatvari.
	Khándesh and Nizám's Frontier road ...	82	0	.....		82	0	1,530	7,191	The road is metalled in few places and has dips at some river crossings. Passes from Khámgaon in the east, *vid* Yeola, Vinchur, Lásalgaon, Chándor, Bhowadbári to Dholbári towards Khándesh.
	Dholbári-Shelbári road	.....		10	0	10	0	7,946	...	This road is continuation of No. 16, begun in 1894 work was suspended in 1896-97 for want of funds. No mile as yet complete. Represents total expenditure.
	Sátára-Málegaon road	23	0	.....		23	0	.....	...	A muramed road, has dips at river crossings, passes *vid* Brahmangaon and Dabhadi.
	Násik-Waghera road	22	0	.....		22	0	.....	...	Almost all metalled has bridges and level crossings along 6 miles. There are temporary diversions where culverts are proposed otherwise as an unbridged road.
	Nanasighát Barhe road	11	0	.....		11	0	2,357	1,129	A muramed and drained road for forest traffic only, passes *vid* Hasteh Gandala and Bárlie.
	Hulsur-Goldári road	11	0	.....		11	0	973	764	A cleared track and passable for cart traffic to Goldári, beyond incomplete and unused.
	Cherraibari road	1	0	.....		1	0	Unknown ...	222	A muramed ghát road only.
	Ambegaon-Nanásighát road	.....		1	2,640	1	2,640	4,022	...	The road is proposed to join Ambegaon at 22nd mile on Násik-Bulsár road. Work was begun for distressed people in 1894 and is in progress.
	Total, Násik District ...	194	0	11	2,640	205	2,640	.....	...	
Ahmednagar ...	Road from Randh to Sámráj	9	0	.....		9	0	3,489	438	
	Road from Jamgaon to Kotul	10	0	.....		10	0	2,876	411	
	Road from Kolhar to Bári	65	0	.....		65	0	2,670	8,848	
	Nagar-Sheogaon road	39	0	.....		39	0	Unknown ...	3,967	
	Khosipuri-Ismálpur road	12	0	.....		12	0	5,130	989	
	Nevásà-Sheogaon road...	24	0	.....		24	0	1,750	789	
	Carried forward ...	159	0	.....		159	0	.....	...	
		2,712	2,517	127	5,126	2,840	2,363	.....	...	
	Carried over Totals of I-A, I-B, and II-A Roads.	1,041	2,390	20	1,022	1,061	3,412	.....	...	

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		1,041	2,390	20	1,022	1,061	3,412	.....	...	
	Brought forward ...	2,712	2,517	127	5,126	2,840	2,363	.....	...	
		159	0	.....		159	0	.....	...	
	II.—UNMETALLED ROADS—*concld.*									
	B.—PARTIALLY BRIDGED AND DRAINED THROUGHOUT—*concluded.*									
	Central Division—*concluded.*									
Ahmednagar—*continued.*	Tisgaon-Pathavdi road...	7	1,320	.....		7	1,320	3,279	662	
	Shendi-Vámbori road	8	0	.....		8	0	Unknown ...	595	
	Rahata-Chitali road	10	0	.....		10	0	4,435	1,033	
	Nevása-Belápur road	24	0	.....		24	0	6,583	2,433	
	Belápur Station feeder road	4	0	.....		4	0	4,633	522	
	Loni-Belápur feeder road	14	0	.....		14	0	3,574	1,011	
	Nagar-Tákli-Khándeshwar road	40	0	.....		40	0	Unknown ...	3,736	
	Nagar-Jámkhed road	47	0	.....		47	0	Do. ...	2,916	
	Jámkhed-Mohoghát road	5	0	.....		5	0	Do. ...	706	
	Pimpri Station feeder road	7	3,960	.....		7	3,960	2,244	551	
	Total, Ahmednagar District ..	326	0	.....		326	0	.....	...	
Sholápur ...	Road from Bársi-road Station to Pandharpur ...	31	0	.....		31	0	3,706	5,878	
	Road from Pandharpur to Jánoni	41	0	.....		41	0	1,220	4,617	
	Road from Sholápur to Bársi	42	0	.....		42	0	1,329	2,254	
	Road from Mohol Station to Pandharpur ...	24	0	.....		24	0	Unknown ...	1,554	
	Road from Bársi road Station to Tembhurni ...	15	0	.....		15	0	Do. ...	1,051	

	Road from Tembhurni to Málsiras... ...	25	0	.....	25	0	Do. ...	996	
	Road from Sholápur to Akalkot	14	0	.....	14	0	Do. ...	358	
	Total, Sholápur District ...	192	0	.....	192	0	.....	...	
	TOTAL, CENTRAL DIVISION ...	1,203	2,692	67 2,640	1,271	52	.....	...	
	TOTAL, II (B) PARTIALLY BRIDGED AND DRAINED	2,189	127	107 4,104	2,296	4,231	.....	...	
	III.—ROADS, BANKED AND SURFACED WITH "MURAM" OR SIMILAR MATERIAL, BUT NOT DRAINED.								
	SOUTHERN DIVISION.								
Sátára ...	Pusesávli-Shingnápur road	34	0	.....	34	0	168	2,704	
	Tásgaon-Pingli road	45	0	.....	45	0	348	3,799	
	Total, Sátára District ...	79	0	.....	79	0	.....	...	
	TOTAL, SOUTHERN DIVISION ...	79	0	.....	79	0	.....	...	
	CENTRAL DIVISION.								
	Road from Kárli Railway Station to join Bombay Mail road	1	2,640	.....	1	2,640	691	118	
	Do. Khed to Pábul	12	0	.....	12	0	589	1,102	
	Do. Khed to Bhorgiri	31	0	.....	31	0	Unknown ...	3,097	
	Do. Junnar to Rajur	6	0	.....	6	0	Do. ...	584	
Poona ...	Do. Yevát Railway Station to join Sholápur road	1	1,320	.....	1	1,320	475	54	
	Do. Loni to Chándgaon	4	0	.....	4	0	Unknown ...	201	
	Do. Chinchwad to Railway Station ...	1	1,320	.....	1	1,320	Do. ...	116	
	Do. Narayanpur to Kapurwohole ...	7	2,692	.....	7	2,692	782	1,109	
	Do. Aundh to Shelárwádi	11	0	.....	11	0	Unknown ...	1,498	For two years. The road being transferred to this Department in 1895-96.
	Total, Poona District ...	75	2,692	.....	75	2,692	.....	...	
	Carried forward ...	3,384	5,209	127 5,126	3,512	5,055	.....	...	
	Carried over Totals of I-A, I-B, II-A and II-B Roads	3,230	2,517	127 5,126	3,358	2,363	.....	...	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	3,230 2,517	127 5,126	3,358 2,363	.....	...	
		3,384 5,209	127 5,126	3,512 5,055	.....	...	
	III.—ROADS, BANKED AND SURFACED WITH "MURAM" OR SIMILAR MATERIAL, BUT NOT DRAINED—*concluded.*						
	Central Division—*concluded.*						
Ahmednagar ...	Arangaon-Walki road	3 0	.....	3 0	Unknown ...	226	
	Shrigonda-Kashti road	8 0	.....	8 0	Do. ...	1,409	
	Kharda-Shrigonda road (from Shrigonda to the Sina river)	34 0	.....	34 0	Do. ...	3,296	
	Karjat-Chincholi road	7 0	.....	7 0	Do. ...	723	
	Supa-Pimpalgaon Dipa road	47 0	.....	47 0	Do. ...	4,609	
	Supa-Sarola road	7 0	.....	7 0	Do. ...	519	
	Párner-Jamgaon-Tákli road	12 0	.....	12 0	Do. ...	495	
	Párner-Chincholi road	5 0	.....	5 0	Do. ...	405	
	Shrigonda-Kharda road	.....	11 0	11 0	Do. ...	...	In progress.
	Total, Ahmednagar District ...	123 0	11 0	134 0	.....	...	
	Total, Central Division ...	198 2,692	11 0	209 2,692	.....	...	
	TOTAL, III ROADS, BANKED AND SURFACED, &c.	277 2,692	11 0	288 2,692	.....	...	

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	IV.—ROADS, BANKED, BUT NOT SURFACED, PARTIALLY BRIDGED AND DRAINED.								
	NORTHERN DIVISION.								
Ahmedabad ...	Road from Dholera to Whittle Bandar ...	8	0	.....	8	0	1,664	*1,453	* Average of three years.
	Total, Ahmedabad ...	8	0	.....	8	0	.....	...	
	TOTAL, NORTHERN DIVISION ...	8	0	.....	8	0	.....	...	
	SOUTHERN DIVISION.								
Kánara ...	Road from Aminally to Kumta *vid* Nilkund Ghát	32	0	.....	32	0	Unknown ...	2,589	
	Do. Yelláput to Kodkoni *vid* Sirsi ...	63	0	.....	63	0	Do. ...	5,034	
	Do. Sirsi to Hillur *vid* Waddi Ghát ...	32	2,640	.....	32	2,640	60	387	This road is retransferred to the Local Board in 1896-97 after spending Rs. 4.
	Do. Siddápur to Nilkund	21	0	.....	21	0	Unknown ...	1,525	
	Do. Ankola to Madras *vid* Mirjan to Kumta	63	0	.....	63	0	Do. ...	5,064	
	Total, Kánara District ...	211	2,640	.....	211	2,640	.....	...	
	TOTAL, SOUTHERN DIVISION ...	211	2,640	.....	211	2,640	.....	...	
	TOTAL, IV.—ROADS, BANKED, BUT NOT SURFACED, PARTIALLY BRIDGED AND DRAINED	219	2,640	.....	219	2,640	.....	...	
	Carried over ...	3,727	2,569	138 5,126	3,866	2,415	.....	...	
	Carried over totals of I-A, I-B, II-A, II-B, III and IV Roads	3,727	2,569	138 5,126	3,866	2,415	.....	...	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Brought over ...	3,727 2,569	138 5,126	3,866 2,415	.....	...	
		3,727 2,569	138 5,126	3,866 2,415	.....	...	
	V.—ROADS, CLEARED, PARTIALLY BRIDGED AND DRAINED.						
	Southern Division.						
Bijápur ...	Road from Sindgi to Indi, *vâi* Almel, 31¾ miles .	.....	.....	.....	.....	...	Earthwork and masonry works were commenced on the 1st and 2nd Sections as an ordinary original work and Rs. 4,489 expended thereon; since November last only earth work has been in progress as a famine relief work on 2nd Section, and Rs. 21,622 were expended on that account.
	Road from Huvin Hippargi to Telgi, *vid* Bágevádi.	.....	.....	.....	.....	...	Earthwork was done as an ordinary work at an outlay of Rs. 10,866 and by famine labour at an outlay of Rs. 58,274.
	Improving Indi-Shirdhon Road, 26 ⅓ miles ...	.....	.....	.....	.....	...	Work was opened on this road as a famine relief work and Rs. 57,069 were spent last year on that account.
	Improving Devar-Hippargi-Talikot Road, 30¾ miles.	.....	.....	.....	.....	...	Do. Rs. 78,469 do.
	Improving Huvin-Hippargi to Talikot Road, 17 miles 3,030 feet.	.....	.....	.....	.....	...	Do. Rs. 26,935 do.
	Constructing road from Bádámi to Mudkavi, 23·86 miles.	.....	.....	.....	.....	...	Do. Rs. 44,147 do.
	Improving road from Telgi to Kolhar, 10 miles.	.....	.....	.....	.....	...	Do. Rs. 6,685 do.
	Constructing road from Muddebihál to Nalatwad, 12 miles.	.....	.....	.....	.....	...	Do. Rs. 5,511 were spent on it during the last year.
	Total, Bijápur District ...	.....	.....	.....	.....	...	

Sátára ...	Sátára-Parali Road	6	0	.....	6	0	2,344	696	
	Improvements to Sátára-Kas Road—								
	Section from Sátára to Yeoteshwar ...	2	0	.....	2	0	2,049	4,097	
	Total, Sátára District ...	8	0	.....	8	0	.....	...	
	TOTAL, SOUTHERN DIVISION ...	8	0	.....	8	0	.....	...	
	TOTAL V.—ROADS, CLEARED, PARTIALLY BRIDGED AND DRAINED ...	8	0	.....	8	0	.....	...	
	VI.—ROADS, CLEARED ONLY.								
	NORTHERN DIVISION.								
Ahmedabad ...	Road from Dholera to Dhandhuka ...	17	0	.....	17	0	12	*968	*Average of three years.
	Total, Ahmedabad District ...	17	0	.....	17	0	.....	...	
Kaira and Panch Maháls.	Road from Godhra to Páli	16	0	.....	16	0	182	269	
	Road from Páli to Bálásinor	8	1,320	.....	8	1,320	Not known.	415	Only half mile is metalled and the rest is a cleared track.
	Total, Kaira and Panch Maháls District ...	24	1,320	.....	24	1,320	.....	...	
Thána	Kasar-Ghát Road	6	0	.....	6	0	Unknown.	386	
	Total, Thána District ...	6	0	.....	6	0	.....	...	
	TOTAL, NORTHERN DIVISION ...	47	1,320	.....	47	1,320	.....	...	
	CENTRAL DIVISION.								
Poona ...	Road from Sakalpathar to Bhorcus ...	8	2,640	.....	8	2,640	Unknown.	294	
	Road from Bhorgiri to Bhimashankar ...	4	2,246	.....	4	2,246	594	196	
	Total, Poona District ...	12	4,886	.....	12	4,886	.....	...	
Ahmednagar ...	Thugaon-Kotul Road	11	0	.....	11	0	Unknown.	494	
	Total, Ahmednagar District ...	11	0	.....	11	0	.....	...	
	TOTAL, CENTRAL DIVISION ...	23	4,886	.....	23	4,886	.....	...	
	TOTAL, VI.—ROADS, CLEARED ONLY ...	71	926	.....	71	926	.....	...	
	GRAND TOTAL FOR LOCAL ROADS ...	3,806	3,495	138 5,126	3,945	3,341	.....	...	
	Totals of I-A, I-B, II-A, II-B, III, IV, V and VI.	3,806	3,495	138 5,126	3,945	3,341	.....	...	

ABSTRACT OF LOCAL FUND ROADS IN CHARGE OF THE PUBLIC WORKS DEPARTMENT.

Classification and names of roads.	Length in miles.				Total.	
	Completed.		In progress.			
	A.—Bridged and drained throughout.	B.—Partially bridged and drained.	A.—Bridged and drained throughout.	B.—Partially bridged and drained.		
	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	
I.—*Metalled Roads.*						
Northern Division	354 216	211 2,728	2 0	4 4,400	572	2,064
Southern do.	94 1,559	71 1,320	...	5 660	170	3,539
Central do.	24 220	66 1,320	...	...	90	1,560
Aden do.	...	...	...	...	.....	
Indus Right Bank Division ...	...	...	...	...	.....	
Indus Left Bank do. ...	...	...	...	...	.....	
Total ...	472 1,995	349 88	2 0	9 5,060	833	1,863
II.—*Unmetalled Roads.*						
Northern Division	101 1,320	111 3,715	8 1,242	...	221	997
Southern do.	97 5,175	873 4,280	...	40 1,464	1,012	359
Central do.	20 4,372	1,203 2,692	...	67 2,640	1,291	4,424
Aden do.	...	...	...	...	.....	
Indus Right Bank Division ...	...	...	...	...	.....	
Indus Left Bank do. ...	...	...	...	...	.....	
Total ...	220 307	2,189 127	8 1,242	107 4,101	2,525	500
Total, A and B ...	3,230 2,517		127 5,126		3,358	2,363
	Completed.		In progress.			
III.—*Roads, banked and surfaced with muram or similar material but not bridged.*	Ms. ft.		Ms. ft.			
Northern Division	.....		.....		.....	
Southern do.	79 0		.....		79	0
Central do.	198 2,692		11 0		209	2,692
Aden do.	.....		.....		.....	
Indus Right Bank Division ...	.....		.....		.....	
Indus Left Bank do. ...	.....		.....		.....	
Total ...	277 2,692		11 0		288	2,692
IV.—*Roads, banked, but not surfaced, partially bridged and drained.*						
Northern Division	8 0		.....		8	0
Southern do.	211 2,640		.....		211	2,640
Central do.	.....		.....		.....	
Aden do.	.....		.....		.....	
Indus Right Bank Division ...	.....		.....		.....	
Indus Left Bank do. ...	.....		.....		.....	
Total ...	219 2,640		.....		219	2,640
Carried over Totals, I, II, III and IV	3,727 2,569		138 5.126		3,866	2,415

Classification and names of roads.	Length in miles.				Total.	
	Completed.		In progress.			
	Ms.	ft.	Ms.	ft.	Ms.	ft.
Carried over ...	3,727	2,569	138	5,126	3,866	2,415
V.—*Roads, cleared, partially bridged and drained:*						
Northern Division	.....		.....		.....	
Southern do.	8	0	.....		8	0
Central do.	.....		.....		.....	
Aden do.	.....		.....		.....	
Indus Right Bank Division ...	.....		.....		.....	
Indus Left Bank do. ...	.....		.....		.....	
Total ...	8	0	.....		8	0
VI.—*Roads, cleared only.*						
Northern Division	47	1,320	.....		47	1,320
Southern do.	.....		.....		.....	
Central do.	23	4,886	.....		23	4,886
Aden do.	.....		.....		.....	
Indus Right Bank Division ...	.....		.....		.....	
Indus Left Bank do. ...	.....		.....		.....	
Total ...	71	926	.....		71	926
Grand Total of I, II, III, VI, V and VI	3,806	3,495	138	5,126	3,945	3,341

Note.—The Local Fund Roads in Sind are all in the charge of Civil Officers, not the Public Works Department.

APPENDIX E.

TO THE ADMINISTRATION REPORT OF CIVIL WORKS FOR THE YEAR 1896-97.

Statement showing the Progress made in the Demarcation of roads under Public Works Agency during the year 1896-97.

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.			Number of miles of roads to be demarcated.	Remarks.
			Up to 31st March 1896.	In 1896-97.	Total.		
	IMPERIAL MILITARY.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	
	II.—UNMETALLED ROADS.						
	B—PARTIALLY BRIDGED AND DRAINED.						
	CENTRAL DIVISION.						
	Road leading from Sásvad to foot of the Purandhar Hill	5 4,435	3 1,320	2 2,640	5 3,960	0 475	
Poona District .	Total, Poona District ...	5 4,435	3 1,320	2 2,640	5 3,960	0 475	
	Total, Central Division ...	5 4,435	3 1,320	2 2,640	5 3,960	0 475	
	Total, II B—Unmetalled Imperial Military Roads	5 4,435	3 1,320	2 2,640	5 3,960	0 475	
	IMPERIAL CIVIL.						
	I.—METALLED ROADS.						
	A—BRIDGED AND DRAINED THROUGHOUT.						
	NORTHERN DIVISION.						
Surat & Broach.	Road from Dongri—Railway Station to Dharasna Salt Pans	3 0	3 0	.....	3 0	.....	
	Total, Surat and Broach District...	3 0	3 0	.....	3 0	.....	
Thána ...	Road from Umele to Pápdi ...	1 3,425	1 0	.....	1 0	0 3,425	
	Total, Thána District ...	1 3,425	1 0	.....	1 0	0 3,425	
	Total, Northern Division ...	4 3,425	4 0	.....	4 0	0 3,425	
	Total of I A—Metalled Imperial Civil Roads	4 3,425	4 0	.....	4 0	0 3,425	

PROVINCIAL.

I.—METALLED ROADS.

A—BRIDGED AND DRAINED THROUGHOUT.

NORTHERN DIVISION.

Ahmedabad	Extra Municipal roads, Ahmedabad..	4	2,090	4	2,090	.....		4	2,090	.....	
	Road from foot of overbridge approaches near the Kálupur Gate to junction with road to Camp Ahmedabad	1	3,000	1	3,000	.....		1	3,000	.....	
	Road from Modása to Bibipura ...	18	0	18	0	.....		18	0	.....	
	Road from Dhansura to Harsol ...	13	0	13	0	.....		13	0	.....	
	Road from Harsol to Talod Railway Station	5	2,397	.....		.....		.....		5	2,397
	Total, Ahmedabad District ...	42	2,207	36	5,090	.....		36	5,090	5	2,397
Surat and Broach.	Road from Billimora to Chikhli in Gaikwár's Territory.	3	2,640	3	2,640	.....		3	2,640	.....	
	Total, Surat and Broach District ...	3	2,640	3	2,640	.....		3	2,640	.....	
Kaira and Panch Mahals.	Road from Kapadvanj to Bibipura, including a branch to Ladvel ...	33	0	33	0	.....		33	0	.....	
	Limkheda and Jhálod Road (Provincial portion)	11	0	9	2,640	1	2,640	11	0	.....	
	Total, Kaira and Panch Mahals ...	44	0	42	2,640	1	2,640	44	0	.....	
Thána ...	Road from Ulwa to Campuli ...	13	2,640	11	1,320	.....		11	1,320	2	1,320
	Road from Dharamtar to Campuli...	3	2,640	3	2,640	.....		3	2,640	.....	
	Road from Thána to Panvel ...	10	2,640	.....		.....		.....		10	2,640
	Esplanade roads, Thána ...	1	3,780	.....		.....		.....		1	3,780
	Total, Thána District ...	29	1,997	14	3,960	.....		14	3,960	14	3,317
	TOTAL, NORTHERN DIVISION ...	119	1,564	97	3,770	1	2,640	99	1,130	20	434
	Carried over ...	119	1,564	97	3,770	1	2,640	99	1,130	20	434

PROVINCIAL ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.			Number of miles of roads to be demarcated.	Remarks.
			Up to 31st March 1896.	In 1896-97.	Total.		
		Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	
	Brought forward ...	119 1,564	97 3,770	1 2,640	99 1,130	20 434	
	I.—METALLED ROADS.						
	A—BRIDGED AND DRAINED THROUGHOUT—*continued.*						
	CENTRAL DIVISION.						
Poona District	Road from Dapuri to the foot of the Bhor Ghát (Poona-Bombay Road)...	42 0	42 0	.....	42 0	.....	Demarcated by boundary and furlong stones.
	Approach road to Deccan Central Jail, Yerrowda	1 1,320	1 1,320	.....	1 1,320	.....	Do. do.
	Road from Poona to Shirval (new Sátára Road)	26 2,112	26 1,320	.....	26 1,320	0 792	Do. do.
	Roads within Suburban Municipality.	12 4,477	12 4,477	.....	12 4,477	.....	
	Roads within City Municipality ...	1 1,080	1 1,080	.....	1 1,080	.....	Do. do.
	Roads not included within the Cantonment or Municipal areas ...	10 113	10 113	.....	10 113	.....	
	Total, Poona District ...	93 3,822	93 3,030	.....	93 3,030	0 792	
Sholápur ...	Bársi Station-Bársi Town Road ...	21 0	20 2,640	.....	20 2,640	0 2,640	This length lies in the Bársi Municipal limits. Other portion has been demarcated with stones.
	Cantonment roads at Sholápur ...	4 2,640	4 2,640	.....	4 2,640	.....	Demarcated with stones.
	Total, Sholápur District ...	25 2,640	25 0	.....	25 0	0 2,640	

Násik ...	Manmád and Kopargaon Road ...	20	3,300	3	3,960	.....		3	3,960	16	4,620	No outlay has been incurred during the year on demarcation of road boundaries.
	Total, Násik District ...	20	3,300	3	3,960	.....		3	3,960	16	4,620	
Ahmednagar.	Road from Ahmednagar to Paithan.	52	660	5	0	47	660	52	660	.....		Boundary stones completed.
	Road from Ahmednagar to Dhond...	46	0	20	0	26	0	46	0	.....		Completed with stones.
	Road from Nandur-Shingota to Ale Khind (Násik-Poona Road) ...	37	0	7	0	.....		7	0	30	0	Gutter, trench and stones.
	Road from Ahmednagar to Ghore River	31	0	5	0	26	0	31	0	.....		Completed with stones.
	Road from the foot of Imámpur Ghát to Toka	27	0	2	500	24	4,780	27	0	.....		Boundary stones completed.
	Total, Ahmednagar District ...	193	660	39	500	124	160	163	660	30	0	
Khándesh ...	Bombay-Agra Road	86	0	86	0	.....		86	0	.....		
	Dhulia-Chálisgaon Road ...	34	0	34	0	.....		34	0	.....		
	Total, Khándesh District ...	120	0	120	0	.....		120	0	.....		
	TOTAL, CENTRAL DIVISION ...	452	5,142	281	2,210	124	160	405	2,370	47	2,772	
	SOUTHERN DIVISION.											
Belgaum ...	Road from Poona to Bangalore— Section from the Várna to the Dudhganga River	28	0	28	0	.....		28	0	.....		Completed.
	Section from the Dudhganga to the Dhárwár Frontier	90	0	85	0	.....		85	0	5	0	Completed, excepting 5 miles which do not require demarcation as they pass through Government Forest land, villages, towns, &c.
	Road from Belgaum to Vengurla— Section from Belgaum to Amboli at the head of the Parpoli Ghát ...	43	0	30	0	.....		30	0	13	0	Completed, excepting 13 miles which do not require demarcation as they pass through Government Forest land, villages, towns, &c.
	Road from Belgaum to Bágalkot— Section from Belgaum to Korkop...	43	0	34	1,320	.....		34	1,320	8	3,960	The length remaining to be demarcated is in the Sángli State and not in charge of this Department.
	Krishna Bridge Roads ...	3	1,980	3	1,980	.....		3	1,980	.....		Completed.
	Total, Belgaum District ...	207	1,980	180	3,300	.....		180	3,300	26	3,960	
	Carried over ...	779	3,406	559	4,000	125	2,800	685	1,520	94	1,886	

PROVINCIAL ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.			Number of miles of roads to be demarcated.	Remarks.
			Up to 31st March 1896.	In 1896-97.	Total.		
		Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	
	Brought forward ...	779 3,406	559 4,000	125 2,800	685 1,520	94 1,886	
	I.—METALLED ROADS.						
	A.—BRIDGED AND DRAINED THROUGHOUT—*continued.*						
	SOUTHERN DIVISION.						
Dhárwár ...	Poona-Bangalore Road from Dhárwár District—boundary in mile No. 246 to Harihar	106 3,900	106 3,900	.....	106 3,900	.....	
	Kárwár-Bellary Road—Section from Sangtikop to Hubli...	27 3,300	22 1,320	5 1,980	27 3,300	.....	
	Kárwár-Bellary Road—Section from Gadag to Hesur on the Bellary frontier ...	18 0	18 0	.....	18 0	.....	
	Karur Railway Station Road ...	0 2,990	0 2,990	.....	0 2,990	.....	
	Baralkod do. ...	0 900	0 900	.....	0 900	.....	
	Nagargalli do. ...	0 2,877	0 2,877	.....	0 2,877	.....	
	Mugad do. ...	0 600	0 600	.....	0 600	.....	
	Dhárwár do. ...	0 4,900	0 4,900	.....	0 4,900	.....	
	Dundur Railway Station Road ..	1 660	1 660	.....	1 660	.....	
	Hulkoti	0 3,300	0 3,300	.....	0 3,300	.....	
	Hubli-Kumta Road from Trimalkop on the Poona-Bangalore Road to Wadgatti on the Dhárwár Frontier.	9 1,980	6 4,620	0 2,640	7 1,980	2 0	
	Total, Dhárwár District ...	165 4,287	157 4,947	5 4,620	163 4,287	2 0	
Ratnágiri and Kolába.	Road from Karád to Chiplun—Section from Kumbharli Ghát to Chiplun	14 1,664	13 3,960	0 2,984	14 1,664	.....	Demarcation complete.

Ratnágiri and Kolába.	Road from Ratnágiri to Ambaghát— Section over Ambaghát ...	9	1,760	7	1,760		.....	7	1,760	2	0	
	Road from Mahapral to Shirwal— Section from Mahapral on the Bánkoti River to Bhor State boundary	*30	0	4	0	9	3,960	13	3,960	16	1,320	*Includes 4½ miles transferred to this District this year.
	Road from Alibág to Campoli *viâ* Dharamtar— Section from Dharamtar to Campoli	20	660	10	0	10	660	20	660		.....	Demarcation completed.
	Road from Bombay to Poona— Section from Ulwa to Chowk ...	16	0	16	0		.....	16	0		.....	Do. do.
	Roads near Panvel— Section from Panvel to Thána ...	9	1,320	7	3,960	1	1,320	9	0	0	1,320	
	Do. from Panvel to Jessai ...	6	3,300	2	1,980	1	4,620	4	1,320	2	1,980	
	Belgaum-Vengorla Road— Section from Amboli to Vengorla .	35	0		.....		.....		.....	35	0	
	Total, Ratnágiri and Kolába District.	140	3,424	61	1,100	23	2,984	84	4,084	55	4,620	
Kanára ...	Road from Sangtikop to Kárwár *vid* Arbail Ghát	74	3,960	18	5,252		.....	18	5,252	55	3,988	55 miles 3,988 feet are not required to be demarcated as they run through Government Forests.
	Road from Kárwár to Kodibag ...	2	2,640	1	4,839		.....	1	4,839	0	3,081	3,081 feet do. do.
	Road from Haliyal to Belgaum frontier up to Linganmath ...	9	0	8	970		.....	8	970	0	4,310	4,310 feet do. do.
	Road from Koney to the Kodibag Road *vid* Jail at Kárwár ...	1	2,490	0	2,640		.....	0	2,640	0	5,130	5,130 feet do. do.
	Road from Junction of Udlar deviation near Balláguli to Ankola ...	3	3,960	2	210		.....	2	210	1	3,750	1 mile 3,750 feet do.
	Road from Haliyál to Mavinkop ...	4	2,640	2	1,620		.....	2	1,620	2	1,020	2 miles 1,020 feet do.
	Total, Kanára District ...	95	5,130	33	4,971		.....	33	4,971	62	159	
	Carried over ...	1,182	407	812	4,458	154	5,124	967	4,302	214	1,385	

PROVINCIAL ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1896.		In 1896-97.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	1,182	407	812	4,458	154	5,124	967	4,302	214	1,385	
	I.—METALLED ROADS.											
	A.—BRIDGE AND DRAINED THROUGHOUT—*continued.*											
	SOUTHERN DIVISION.											
Sátára ...	Surul-Mahábleshwar Road ...	26	2,640	24	0	.....		24	0	2	2,640	
	Road from Karád to Chiplun—											
	Section from Karád to the foot of the Kumbhárli Ghát ...	46	0	36	0	6	0	42	0	4	0	
	Road from Sátára to Shendra ...	4	0	3	0	.....		3	0	1	0	
	Poona-Bangalore Road—											
	Section from Nira River to Warna.	100	0	16	0	.....		16	0	84	0	
	Mahapral to Pandharpur—											
	Section from Shirwál to Louand ...	18	0	2	0	.....		2	0	16	0	
	Total, Sátára District ...	194	2,640	81	0	6	0	87	0	107	2,640	
Bijápur ...	Road from Belgaum to Bagalkot—											
	Section from Kajidoni to Bagalkot	18	1,980	18	1,980	.....		18	1,980	.....		
	Total, Bijápur District ...	18	1,980	18	1,980	.....		18	1,980	.....		
	Total, Southern Division ...	822	3,601	533	458	35	2,324	568	2,782	254	819	

	ADEN.											
Aden ...	Shaik Othman Road from Barrier Gate at Isthmus to Cantonment boundary	2	4,044	2	4,044	.....		2	4,044	.....		
	Branch Road from mileage O. C. 140 on Shaik Othman Road to Khor...	1	2,919	1	2,919	.....		1	2,919	.....		
	TOTAL, ADEN DISTRICT ...	4	1,683	4	1,683	.....		4	1,683	.....		
	TOTAL (I) METALLED ROADS.											
	A.—BRIDGED AND DRAINED THROUGHOUT	1,399	1,430	916	2,841	160	5,124	1,077	2,685	321	4,025	
	I.— METALLED ROADS.											
	B.—PARTIALLY BRIDGED AND DRAINED.											
	NORTHERN DIVISION.											
Thána ...	Bombay-Agra Road portion from Kurla to Kására	*65	2,640	30	0	.....		30	0	35	2,640	* In addition to this 2 miles of the road are in charge of the Thána Municipality and half a mile over the creek.
	Road from Dahanu to Jawhar ...	27	0	27	0	.....		†27	0	.....		† Six miles have been demarcated with stones.
	Total, Thána District ...	92	2,640	57	0	.....		57	0	35	2,640	
	Total, Northern Division ...	92	2,640	57	0	.....		57	0	35	2,640	
	SOUTHERN DIVISION.											
Belgaum ...	Road from Khánápur to Yellapur—Section from Khánápur to Linganmath	22	0	22	0	.....		22	0	.....		Completed.
	Total, Belgaum District ...	22	0	22	0	.....		22	0	.....		
	Carried over ...	1,513	4,070	995	2,841	160	5,124	1,156	2,685	357	1,385	
	Carried over total of I(A)...	1,399	1,430	916	2,841	160	5,124	1,077	2,685	321	4,025	

PROVINCIAL ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.				Number of miles of roads to be demarcated.		Remarks.
			Up to 31st March 1896.		In 1896-97.		Total.		
		Ms. ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms. ft.	
	Brought forward ...	1,399 1,430	916	2,841	160	5,124	1,077	2,685	321 4,025	
		1,513 4,070	995	2,841	160	5,124	1,156	2,685	357 1,385	
	I.—METALLED ROADS. B.—PARTIALLY BRIDGED AND DRAINED—*continued.*									
Dhárwar ...	Havanur-Ekambi Road—									
	Section Havanur Sawasgi Road on Dhárwár Frontier ...	28 1,320	28	1,320	.....		28	1,320	.....	
	Road on Dhárwár 1st section ...	5 0	5	0	.....		5	0	.....	
	Total, Dhárwár District ...	33 1,320	33	1,320	.....		33	1,320	.....	
Kánara ...	Road from Yekumbi to Sawasgi ...	6 2,640	0	4,700	.....		0	4,700	5 3,220	Out of this 5 miles 3,220 ft. are not required to be demarcated as they run through Government Forests.
	Road from Palla to Bankapur ...	2 2,640	.....		.....		.....		2 2,640	2 miles 2,640 ft. do. do.
	Road from Koney Bridge to Shezwad	2 3,780	2	3,008	.....		2	3,008	0 772	772 ft. do. do.
	Road from Katgal to the bank of Tadri River	1 0	0	2,105	.....		0	2,105	0 3,175	3,175 ft. do. do.
	Road from Dhárwár Frontier near Wadgatti to Kumta *vid* Sirsi ...	78 2,640	9	696	.....		9	696	69 1,944	69 miles 1,944 ft. do. do.
	Road from Gersappa to Falls and Talguppa	25 0	0	2,535	.....		0	2,535	24 2,745	24 miles 2,745 ft. do. do.
	Road from Yellapur to Bankapur *vid* Mundgod	29 0	3	836	.....		3	836	25 4,444	25 miles 4,444 ft. do. do.
	Road from Sanikatta to Hebul ...	18 0	7	1,345	.....		7	1,345	10 3,935	10 miles 3,935 ft. do. do.
	Road from Haliyál to Supa ...	20 2,640	2	3,635	.....		2	3,635	17 4,285	17 miles 4,285 ft. do. do.
	Road from Sirsi to Shimoga *vid* Banvasi	19 1,320	5	4,772	.....		5	4,772	13 1,828	13 miles 1,828 ft. do. do.

	Road from Yellapur to Haliyál ...	27	0	5	4,850	.....	5	4,850	21	430	21 miles 430 feet do. do.
	Total, Kánara District ...	229	5,100	38	2,082	.....	38	2,082	191	3,018	
Sátára ...	Road from Mahableshvar to Sátára...	33	0	25	0	.....	25	0	8	0	
	Total, Satára District ...	33	0	25	0	.....	25	0	8	0	
Bijápur ...	Road from Bijapur to Miraj— Section from Bijapur to Honwad...	24	3,300	22	850	.....	22	850	2	2,450	The length of the road to be demarcated is within the town of Bijapur and is within Municipal limits.
	Total, Bijapur District ...	24	3,300	22	850	.....	22	850	2	2,450	
	TOTAL SOUTHERN DIVISION ...	342	4,440	140	4,252	.....	140	4,252	202	188	
	CENTRAL DIVISION.										
Poona ...	Road from FitzGerald Bridge, Poona, to Sirur (Poona-Ahmednagar Road).	41	0	41	0	.....	41	0	.....		By boundary and furlong stones.
	Road from Dápudi to 59 mile-stone (Poona-Násik Road)	53	0	53	0	.....	53	0	.....		Do. do.
	Road from St., Patrick's Church, Poona, to Hingangaon (Poona-Sholápur Road), Section I ...	37	2,640	37	2,640	.....	37	2,640	.....		24 miles by stone boundaries, 13½ by aloe fencing.
	Total, Poona District ...	131	2,640	131	2,640	.....	131	2,640	.....		
Sholápur ...	Bársi-Yedshi Road	20	0	18	0	.....	18	0	2	0	This portion is within the Bársi Municipal limits and will be taken in hand when funds are available. Other portion has been demarcated with stones.
	Yedshi-Tadwála Road	8	0	8	0	.....	8	0	.....		Demarcated with earthen mounds.
	Total, Sholápur District ...	28	0	26	0	.....	26	0	2	0	
	Carried over ...	1,994	590	1,271	4,453	160 5,124	1,432	4,297	561	1,573	
	Carried over Total of I (A) ...	1,399	1,430	916	2,841	160 5,124	1,077	2,685	321	4,025	

PROVINCIAL ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.				Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1896.		In 1896-97.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	1,399	1,430	916	2,841	160	5,124	1,077	2,685	321	4,025	
		1,994	590	1,271	4,453	160	5,124	1,432	4,297	561	1,573	
	I.—METALLED ROADS.											
	B.—PARTIALLY BRIDGED AND DRAINED—*concluded.*											
	CENTRAL DIVISION—*concluded.*											
Násik ...	Bombay-Agra Road	85	660	16	1,980	.....		16	1,980	68	3,960	No outlay has been incurred during the year on demarcation of road boundaries.
	Násik-Poona Road	33	0	8	2,640	.....		8	2,640	24	2,640	
	Nándgaon-Aurangabad Road ...	11	3,300	3	3,960	.....		3	3,960	7	4,620	
	Satighát Road	5	0	.....		.....		.....		5	0	
	Satighát-Harsul Road	2	0	.....		.....		.....		2	0	
	Total, Násik District ...	136	3,960	28	3,300	.....		28	3,300	108	660	
	TOTAL, CENTRAL DIVISION ...	296	1,320	186	660	.....		186	660	110	660	
	Total (I) Metalled Roads. B.—Partially Bridged and drained...	731	3,120	383	4,912	.....		383	4,912	347	3,488	
	II.—UNMETALLED ROADS.											
	A.—BRIDGED AND DRAINED THROUGHOUT.											
	NORTHERN DIVISION.											
Surat and Broach.	Road from Párdi to Chival	13	0	13	0	.....		13	0	.....		
	Do. from Daman to Wápi in British Territory	3	2,640	3	2,640	.....		3	2,640	.....		
	Total, Surat and Broach Districts...	16	2,640	16	2,640	.....		16	2,640	.....		
	TOTAL, NORTHERN DIVISION ...	16	2,640	16	2,640	.....		16	2,640	.....		

	Southern Division.											
Dhárwár ...	Road from Dhárwár to Goa— Section from Dhárwár to Tinaighat on the Goa Frontier ...	57	3,600	49	5,204	.....		49	5,204	7	3,676	
	Kárwár-Bellary Road— Section from Hubli to Gadag ...	34	0	34	0	.....		34	0	.....		
	Total, Dhárwár District ...	91	3,600	83	5,204	.....		83	5,204	7	3,676	
Ratnágiri and Kolába.	Road from Deogad to Nipani— Section from Deogad to Dájipur *viâ* Phonda	41	1,320	23	530	5	3,960	28	4,490	12	2,110	
	Road from Mirya Bay to Ratnágiri .	4	1,700	1	900	.....		1	900	3	800	
	Road from Alibág to Campoli *via* Dharamtar— Section from Alibág to Dharamtar.	13	0	13	0	.....		13	0	.....		Demarcation completed.
	Road from Pen to Washi ...	3	2,640	3	2,640	.....		3	2,640	.....		Do. do.
	Road from Dharamtar to Mahád— Section from Dharamtar to Nágothna	13	2,640	9	2,640	4	0	13	2,640	.....		Demarcation completed.
	Road from Alibág to Cámpoli *viâ* Dharamtar— Section from Pen to Antora ...	1	3,960	1	3,960	.....		1	3,960	.....		
	Total, Ratnágiri and Kolába District	77	1,700	52	110	9	3,960	61	4,070	15	2,910	
	Total, Southern Division ...	169	20	136	34	9	3,960	145	3,994	23	1,306	
	Central Division.											
Násik ...	Násik-Balsad Road	39	0	2	0	.....		2	0	37	0	
	Total, Násik District ...	39	0	2	0	.....		2	0	37	0	
	Carried over ...	2,855	1,930	1,454	5,147	170	3,804	1,625	3,671	729	3,539	
	Carried over Totals of I (A) and I (B)	2,130	4,550	1,300	2,473	160	5,124	1,461	2,317	669	2,233	

PROVINCIAL ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.		Number of miles or roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1896.		In 1896-97.		Total.				
		Mds.	ft.	Mds.	ft.	Mds.	ft.	Mds.	ft.	Mds.	ft.	
	Brought forward ...	2,130	4,550	1,300	2,473	160	5,124	1,461	2,317	669	2,233	
		2,355	1,930	1,454	5,147	170	3,804	1,625	3,671	729	3,539	
	II.—UNMETALLED ROADS —*continued.*											
	A.—BRIDGED AND DRAINED THROUGHOUT—*concluded.*											
	CENTRAL DIVISION—*concluded.*											
Khándesh ...	Roads connecting Government Railways at Bhusával	1	0	1	0	.....		1	0	.....		
	Jakdia-Barighát Road	2	2,640	2	2,640	.....		2	2,640	.....		
	Total, Khándesh District ...	3	2,640	3	2,640	.....		3	2,640	.....		
	Total, Central Division ...	42	2,640	5	2,640	.....		5	2,640	37	0	
	TOTAL, OF II (A)—BRIGED AND DRAINED THROUGHOUT.	228	20	158	34	9	3,960	167	3,994	60	1,306	

II.—UNMETALLED ROADS.

B.—PARTIALLY BRIDGED AND DRAINED.

Northern Division.

Thána ...	Road from Neral to Mátheran Post Office	7	2,640	6	0	.....	6	0	1	2,640		
	Road from Váda to Shirghát ...	*31	0	30	0	.....	30	0	1	0	*Including 1 mile branch road to Suryámal.	
	Satavli Khind Roads	2	0	2	0	.....	2	0	.....			
	Total, Thána District ...	40	2,640	38	0	.....	38	0	2	2,640		
	Total, Northern Division ...	40	2,640	38	0	.....	38	0	2	2,640		

Southern Division.

Belgaum ...	Road from Belgaum to Kárwár— Section from Belgaum to Shitavda *vid* Khánápur	35	0	14	0	.....	14	0	21	0	Completed excepting 21 miles which do not require demarcation as they run through Government Forest.	
	Total, Belgaum ...	35	0	14	0	.....	14	0	21	0		
Dhárwár ...	Hubli-Sholápur Road— Section from Konur to Hubli ...	40	0	39	2,640	0	2,640	40	0	.....		
	Havanur-Ekambi Road (1st Section)	17	0	17	0	.....		17	0	.....		
	Anmad-Hemadgi Road from Anmad at the head of the Tinaighát to Hemadgi towards Khánápur ...	6	3,630	6	3,630	.....		6	3,630	.....		
	Kárwár-Bellary Road— Section from Gadad to Hesrur...	11	0	11	0	.....		11	0	.....		
	Total, Dhárwár District ...	74	3,630	74	990	0	2,640	74	3,630	.....		
	Carried over ...	2,509	280	1,584	3,497	171	1,164	1,755	4,661	753	899	
	Carried over Totals of I (A) I (B) and II (A)	2,358	4,570	1,458	2,507	170	3,804	1,629	1,031	729	3,539	

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
			Up to 31st March 1896.		In 1896-97.		Total.				
		Ms. ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	2,358 4,570	1,458	2,507	170	3,804	1,629	1,031	729	3,539	
		2,509 280	1,584	3,497	171	1,164	1,755	4,661	753	899	
	II.—UNMETALLED ROADS—*continued.*										
	B.—PARTIALLY BRIDGED AND DRAINED—*continued.*										
	SOUTHERN DIVISION—*continued.*										
Ratnágiri and Kolába.	Road from Poladpur to Hatkhambe—Section from Poladpur on the Mahad FitzGerald Ghát Road to Hatkhambe on the Ratnágiri-Ambaghát Road	9 4 2,640	5 6	4,400	6	2,640	6 3	1,760	3 1	880	
	Road from Viziadurga to Phonda near foot of Phondaghát	4 2 0	1 5	1,980	7	0	2 2	1,980	1 9	3,300	
	Road from Palli to Kasarde—Section from Palli on the Ratnágiri-Ambaghát Road to Kasarde on the Viziádurga-Phonda Road	5 4 0	2 9	4,620	8	0	3 7	4,620	1 6	660	
	Road from Mahád to Mahábleshvar—Section from Mahád to Kineshwar	1 5 0	1	2,640	10	0	1 1	2,640	3	2,640	One mile of this road has been transferred to road from Dharamtar to Mahád section from Nágothna to Mahád.
	Road from Dharamtur to Mahád—Section from Nágothna to Mahád.	4 1 0	6	2,640	29	1,320	3 5	3,960	5	1,320	
	Road from Sangameshwar to Sakharpe	1 9 4,000	6	0	.....		6	0	1 3	4,000	

	Road from Ratnágiri to Ambaghát—											
	Section from Ratnágiri to foot of Ambaghát	33	0	10	0	.....		10	0	23	0	
	Road from Harnai to Khed *viâ* Dápoli...	25	980	9	0	5	0	14	0	11	980	
	Total, Ratnágiri and Kolába District	324	2,340	135	440	65	3,960	200	4,400	123	3,220	
	Road from Sadashivgad to Goa Frontier	5	2,640	4	3,420	.....		4	3,420	0	4,500	4,500 feet are not required to be demarcated as they run through Government Forests.
Kánara ...	Road from Shitavde to Kárwár *via* Kadra and Anshi Ghat	52	0	2	2,710	.....		2	2,710	49	2,570	49 miles 2,570 feet do.
	Road from Yellapur to Ganeshgoody and Barbally	19	0	0	1,710	.....		0	1,710	18	3,570	18 „ 3,570 „ do.
	Koney Sea slope Road to Kárwár ...	1	2,844	0	2,470	.....		0	2470	1	374	1 „ 374 „ do.
	Total, Kánara District ...	78	204	7	5,030	.....		7	5,030	70	454	
	Road from Sholápur to Hubli Section from Takli on the River Bhima to Konur on the River											
Bijápur ...	Malaprabha	115	2,640	67	330	7	0	74	330	41	2,310	
	Road from Karád to Bijápur— Section from Nagaz to Tikola ...	14	2,640	14	2,640	.....		14	2,640	.....		
	Total, Bijápur District ...	130	0	81	2,970	7	0	88	2,970	41	2,310	
	Total, Southern Division ...	642	894	312	4,150	73	1,320	386	190	256	704	
	Carried over ...	3,041	2,824	1,809	1,377	243	5,124	2,053	1,221	988	1,603	
	Totals of I (A) I (B) & II (A) ...	2,358	4,570	1,458	2,507	170	3,804	1,629	1,031	729	3,539	

PROVINCIAL ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated. Up to 31st March 1896.		In 1896-97.		Total.		Number of miles of roads to be demarcated.		Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	2,358	4,570	1,458	2,507	170	3,804	1,629	1,031	729	3,539	
		3,041	2,824	1,809	1,377	243	5,124	2,053	1,221	988	1,603	
	II.—UNMETALLED ROADS.											
	B.—PARTIALLY BRIDGED AND DRAINED.											
	CENTRAL DIVISION.											
Poona ...	Road from St. Patrick Church, Poona, to Hingangaon (Poona-Sholápur Road) Sections II and III.	50	0	50	0	.....		50	0	.....		41 miles by stone boundaries. 9 miles by aloe fencing.
	Total, Poona District ...	50	0	50	0	.....		50	0	.....		
Sholápur ...	Poona-Hyderabad Road from River Bhima to Tandulvádi ...	75	0	75	0	.....		75	0	.....		Demarcated with stones.
	Road from Sholápur to Takli ...	20	0	20	0	.....		20	0	.....		
	Kuslumb-Yermala Road ...	8	0	8	0	.....		8	0	.....		
	Total, Sholápur District ...	103	0	103	0	.....		103	0	.....		
Ahmednagar ...	Ahmednagar-Málegaon Road Section A	35	1,760	.....		24	3,135	24	3,135	10	3,905	Collection of demarcation stones in progress.
	Total, Ahmednagar District ...	35	1,760	.....		24	3,135	24	3,135	10	3,905	
Násik	Nanashi Ghat Road	4	0	.....		.....		.....		4	0	
	Total, Násik District ...	4	0	.....		.....		.....		4	0	

Khándesh ...	Dhulia-Surat Road	86	0	36	2,640	.....		36	2,640	49	2,640	
	Neri-Ajanta Road	16	1,320	.....		16	1,320	16	1,320	.....		
	Total, Khándesh District ...	102	1,320	36	2,640	16	1,320	52	3,960	49	2,640	
	Total Central Division ...	294	3,080	189	2,640	40	4,455	230	1,815	64	1,265	
	Total of II (B) Partially Bridged and Drained	977	1,334	540	1,510	114	495	654	2,005	322	4,609	
	III.—ROADS—BANKED AND SURFACED WITH 'MURAM' OR SIMILAR MATERIAL BUT NOT BRIDGED.											
	NORTHERN DIVISION.											
Thána ...	Roads through Nánavli and Medvan Khinds	11	0	10	0	.....		10	0	1	0	
	Total, Thána District ...	11	0	10	0	.....		10	0	1	0	
	TOTAL, NORTHERN DIVISION ...	11	0	10	0	.....		10	0	1	0	
	CENTRAL DIVISION.											
Násik ...	Karanjali-Harsul Road	18	0	2	0	.....		2	0	16	0	
	Total, Násik District ...	18	0	2	0	.....		2	0	16	0	
Ahmednagar ...	Road from Ahmednagar to Pimpalgaon (Málegaon Road)	66	0	1 & 16 miles on right. 18 „ on left ...		.....		1 & 16 miles on right. 18 „ on left ...		49 47	0 0	The figures given refer to demarcation on both the sides of the road.
	Road from Jámgaon to Kotul ...	10	0	10	0	.....		10	0	.....		Stones. Completed in 1893-94.
	Road from Randha to Samrad ...	9	0	9	0	.....		9	0	.....		
	Total, Ahmednagar District ...	85	0	37	0	.....		37	0	48	0	
	TOTAL, CENTRAL DIVISION ...	103	0	39	0	.....		39	0	64	0	
	TOTAL, (III) ROADS—BANKED AND SURFACED WITH 'MURAM' OR SIMILAR MATERIAL BUT NOT BRIDGED ...	114	0	49	0	.....		49	0	65	0	
	Carried over ...	3,450	624	2,047	4,017	284	4,299	2,332	3,036	1,117	2,868	
	TOTALS OF I (A), I (B), II (A) II (B), AND III	3,450	624	2,047	4,017	284	4,299	2,332	3,036	1,117	2,868	

PROVINCIAL ROADS—*concluded.*

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.			Number of miles of roads to be demarcated.	Remarks.
			Up to 31st March 1896.	In 1896-97.	Total.		
		Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	
	Brought forward ...	3,450 624	2,047 4,017	284 4,299	2,332 3,036	1,117 2,868	
		3,450 624	2,047 4,017	284 4,299	2,332 3,036	1,117 2,868	
	IV.—ROADS BANKED BUT NOT SURFACED PARTIALLY BRIDGED AND DRAINED.						
	NORTHERN DIVISION.						
Ahmedábád ...	Road from Ahmedábád to Hársol (British portion)	23 0	23 0	.....	23 0	.....	
	Total, Ahmedábád District ...	23 0	23 0	.....	23 0	.....	
	TOTAL, NORTHERN DIVISION ...	23 0	23 0	.....	23 0	.....	
	CENTRAL DIVISION.						
Ahmednagar ...	Road from Málegaon to Ambit ...	11 0	3 0	.....	3 0	8 0	
	Total Ahmednagar District ...	11 0	3 0	.....	3 0	8 0	
	TOTAL, CENTRAL DIVISION ...	11 0	3 0	.....	3 0	8 0	
	SOUTHERN DIVISION.						
Kánara ...	Road from Karka to Shimzoda ...	19 0	0 3,800	.....	0 3,800	18 1,480	18 miles and 1,480 feet are not required to be demarcated as they run through Government Forests.
	Total, Kánara District ...	19 0	0 3,800	.....	0 3,800	18 1,480	
	TOTAL, SOUTHERN DIVISION ...	19 0	0 3,800	.....	0 3,800	18 1,480	

	TOTAL, (IV) ROADS BANKED BUT NOT SURFACED PARTIALLY BRIDGED AND DRAINED	53 0	26 3,800	.....	26 3,800	26 1,480	
	VI.—ROADS, CLEARED ONLY.						
	INDUS RIGHT BANK DIVISION.						
Begári Canals...	Road from Jacobábád to Khaira Garhi	32 2,640	32 2,640	.....	32 2,640	.....	
	TOTAL, INDUS RIGHT BANK DIVISION.	32 2,640	32 2,640	.....	32 2,640	.....	
	SOUTHERN DIVISION.						
Kanára ...	Kundal Ghat approach... ...	9 0	.....	.....	.....	9 0	These are not required to be demarcated as they run through Government Forests.
	Dhokerpa Ghat do.	7 2,640	.....	.....	.....	7 2,640	
	Kuveshi Ghat do.	11 0	.....	.....	.....	11 0	
	Diggy Ghat do.	20 2,640	.....	.....	.....	20 2,640	
	Total, Kanara District ...	48 0	.....	.....	.....	48 0	
	Total, Southern Division ...	48 0	.....	.....	.....	48 0	
	TOTAL, VI ROADS, CLEARED ONLY ...	80 2,640	32 2,640	.....	32 2,640	48 0	
	GRAND TOTAL, PROVINCIAL ROADS	3,583 3,264	2,106 5,177	284 4,299	2,391 4,196	1,191 4,348	
	TOTALS OF I (A), I (B), II (A), II (B), III, IV AND VI ...	3,583 3,264	2,106 5,177	284 4,299	2,391 4,196	1,191 4,348	

LOCAL FUND ROADS.

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.			Number of miles of roads to be demarcated.	Remarks.
			Up to 31st March 1896.	In 1896-97.	Total.		
		Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	
	LOCAL.						
	I.—METALLED ROADS.						
	A.—BRIDGED AND DRAINED THROUGHOUT.						
	Northern Division.						
Ahmedábád...	Ahmedábád to Bareja Road ...	11 0	11 0	.....	11 0	.....	
	Road from Bowla to near Sábarmati Railway Station, Ahmedábád ...	24 0	24 0	.....	24 0	.....	
	Road from Sarkhej to Sánand ...	9 0	9 0	.....	9 0	.....	
	Road from Sánand town to the Sánand Railway Station ...	2 2,640	2 2,640	.....	2 2,640	.....	
	Road from Ahmedabad to Dholka up to mile No. 8	8 0	8 0	.....	8 0	.....	
	Road from Astodia to Shahalum and thence to Chandola Tank and a branch from Shahalum to Kankeria	2 2,700	0 4,300	.....	0 4,300	1 3,680	
	Total, Ahmedábád District ...	57 60	55 1,660	.....	55 1,660	1 3,680	
Kaira and Panch Mahals.	Kaira and Mehmadábád road, including branches	11 1,320	11 1,320	.....	11 1,320	.....	
	Kaira and Sábarmati road, including branches	14 3,960	14 3,960	.....	14 3,960	.....	
	Nadiád and Vásna road, including branches	18 2,640	18 2,640	.....	18 2,640	.....	
	Barejri and Náika road, Kaira Section	9 2,640	9 2,640	.....	9 2,640	.....	Clearly demarcated by survey pillar and water channels.
	Do. do. Ahmedabad Section.	4 3,960	4 3,960	.....	4 3,960	.....	

	Petlád and Cambay Road (British portion)	6	0	6	0	.....		6	0	.....	Demarcated by the Survey Department.
	Nadiád and Kapadvanj Road ..	27	0	27	0	.....		27	0	.....	
	Dákor and Kapadvanj Road ...	20	0	20	0	.....		20	0	.....	
	Vásad and Borsad Road	11	1,320	11	1,320	.....		11	1,320	.....	
	Limkheda-Jhálod Road (British portion)	14	2,640	12	0	2	2,640	14	2,640	.....	
	Godhra and Dohad Road (British portion)	24	0	21	2,640	2	2,640	24	0	.....	
	Total, Kaira and Panch Maháls District	161	2,640	156	2,640	5	0	161	2,640	.....	
	Road from Broach to Jambusar ...	29	0	29	0	.....		29	0	... ..	
	Road from Anklesvar to Hánsot ...	13	2,640	13	2,640	.....		13	2,640	.....	
	Road from Anklesvar to Bore Bhátha	3	0	3	0	.....		3	0	.....	
	Road from Surat to Sachin ...	*7	2,640	*7	2,640	.....		7	2,640	.....	* 3½ miles in British territory.
	Road from Sachin to Lajpur ...	3	0	3	0	.....		3	0	.....	4 Do. Sachin State.
Surat and Broach.	Road from Kim to Tarkeshvar ...	9	0	9	0	.....		9	0	.....	
	Road from Tarkeshvar to Mándvi ...	18	0	18	0	.....		18	0	.....	
	Road from Surat to Bárdoli ...	5	1,320	5	1,320	.....		5	1,320	.....	
	Road from Billimora to Chikhli, British territory	2	2,640	2	2,640	.....		2	2,640	.....	
	Road from Udwada Railway Station to Udwada village	4	0	.....		4	0	4	0	.....	
	Road from Broach to Dehegam ...	2	0	.....		.....		.....		2 0	
	Total, Surat and Broach Districts .	96	3,960	90	3,960	4	0	94	3,960	2 0	
	Road from Chowk to Karjat ...	†6	0	6	0	.....		6	0	.....	† Demarcated with stones.
	Road from Bándra to Ghodbandar...	18	0	16	0	.....		16	0	2 0	
	Road from Sanján Railway Station to Bandar	*2	2,640	.....		.....		.....		2 2,640	Miles. feet. * 1 3,960 demarcated with stones.
	Road from Vevji to Umbargaon ...	*4	1,980	.....		.....		.....		4 1,980	* 1 1,320 do. do.
Thána ...	Road from Dáhánu Railway station to Pawada Creek	1	1,320	.....		.....		.....		1 1,320	1 1,320 do. do.
	Carried over ...	32	660	22	0	.....		22	0	10 660	
		315	1,380	302	2,980	9	0	311	2,980	3 3,680	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1896.		In 1896-97.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	315	1,380	302	2,980	9	0	311	2,980	3	3,680	
		32	660	22	0	.....		22	0	10	660	
	I.—METALLED ROADS.											
	A.—BRIDGED AND DRAINED THROUGHOUT—*continued.*											
	NORTHERN DIVISION—*concluded.*											Miles. feet.
	Road from Bhiwndi to Kone ...	5	0	2	2,640	.....		2	2,640	2	2,640	5 0 demarcated with stones.
	Road from Sion to Trombay ...	6	0	1	3,960	.....		1	3,960	4	1,320	
	Road from Ghátcoper to Mahul ...	6	0	2	3,960	.....		2	3,960	3	1,320	
	Road from Verár to Agáshi ...	3	2,640	.....		.....		.....		3	2,640	
	Pokharan Road ...	4	1,320	4	1,320	.....		4	1,320	.....		
	Road from Kurla to Versowa ...	7	2,640	4	2,640	.....		4	2,640	3	0	
	Road from Sopara to Nila ...	1	1,320	.....		.....		.....		1	1,320	1 1,320 do. do.
	Total, Thána District ...	65	3,300	37	3,960	.....		37	3,960	27	4,620	
	TOTAL, NORTHERN DIVISION ...	380	4,680	340	1,660	9	0	349	1,660	31	3,020	
	SOUTHERN DIVISION.											
Belgaum ...	Road from Sunkeshwar to Hukeri...	9	0	9	0	.....		9	0	.....		Completed.
	Total, Belgaum District ...	9	0	9	0	.....		9	0	.....		

Dhárwár ...	Dhárwár-Haliyál Road betwen Dhárwár and Mavinkop in Dhárwár Táluka	16	2,640	16	2,640	.....		16	2,640	.....		
	Road from Karájgi to Southern Marátha Railway Station Karájgi ...	3	239	.....		3	239	3	239	.....		
	Motibennur-Byádgi Road ...	3	0	2	0	1	0	3	0	.....		
	Total, Dhárwár District ...	22	2,879	18	2,640	4	239	22	2,879	.....		
Bijápur ...	Bágalkot-Hungund Road ...	27	2,640	13	3,960	.....		13	3,960	13	3,960	
	Total, Bijápur District ...	27	2,640	13	3,960	.....		13	3,960	13	3,960	
Sátára... ...	Wai-Wathar Road	18	0	8	0	.....		8	0	10	0	
	Total, Sátára District ...	18	0	8	0	.....		8	0	10	0	
Ratnágiri and Kolába.	Uran-Karánja Road	5	0	1	2,640	1	0	2	2,640	2	2,640	
	Total, Ratnágiri and Kolába District.	5	0	1	2,640	1	0	2	2,640	2	2,640	
	TOTAL, SOUTHERN DIVISION ...	82	239	50	3,960	5	239	55	4,199	26	1,320	
	CENTRAL DIVISION.											
Poona District...	Portion of road from Lakdipul to join Ganesh Khind Road ...	1	220	1	220	.....		1	220	.....		By boundary stones.
	Total, Poona District ...	1	220	1	220	.....		1	220	.....		
Násik ...	Násik-Trimbak Road	17	2,640	2	0	.....		2	0	15	2,640	No outlay has been incurred during the year on demarcation of road boundaries.
	Roads in and about Násik ...	2	0	0	2,640	.....		0	2,640	1	2,640	
	Shelbari Road	3	0	.....		.....		.....		3	0	
	Total, Násik District ..	22	2,640	2	2,640	.....		2	2,640	20	0	
	Carried over ...	486	2,499	394	3,200	14	239	408	3,439	77	4,340	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1896.		In 1896-97.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	486	2,499	394	3,200	14	239	408	3,439	77	4,340	
	I.—METALLED ROADS.											
	A.—BRIDGED AND DRAINED THROUGHOUT—*concluded.*											
	CENTRAL DIVISION—*concluded.*											
Ahmednagar .	Road from Kolhar to Bári ...	65	0	4	0	.....		4	0	61	0	By stones.
	Road from Kopargaon to Signápur...	2	2,640	2	0	.....		2	0	0	2,640	Do.
	Total, Ahmednagar District ...	67	2,640	6	0	.....		6	0	61	2,640	
Khándesh ...	Chálisgaon Station Road ...	0	4,400	0	4,400	.....		0	4,400	.....		
	Chálisgaon Railway-crossing road ...	0	3,800	0	3,800	.....		0	3,800	.....		
	Station road at Páchora ...	0	2,000	0	2,000	.....		0	2,000	.....		
	Total, Khándesh District ...	1	4,920	1	4,920	.....		1	4,920	.....		
	TOTAL, CENTRAL DIVISION ...	92	5,140	11	2,500	.....		11	2,500	81	2,640	
	TOTAL (I) ROADS METALLED. A—BRIDGED AND DRAINED THROUGHOUT	555	4,779	402	2,840	14	239	416	3,079	139	1,700	

I.—METALLED ROADS.

B.—PARTIALLY BRIDGED AND DRAINED.

NORTHERN DIVISION.

Ahmedabad...	Road from Dhandhuka to Ranpur...	18	0	18	0	.....		18	0	.....	
	Road from Dhandhuka to Gogo (British portion)	30	0	30	0	.....		30	0	.....	
	Total, Ahmedabad District ...	48	0	48	0	.....		48	0	.....	
Kaira and Panch Mahals.	Godhra and Sheta Road ...	14	0	14	0	.....		14	0	.....	
	Total, Kaira and Panch Mahals District ...	14	0	14	0	.....		14	0	.....	
Surat and Broach.	Road from Bárdoli to Surbhon ...	5	1,320	5	1,320	.....		5	1,320	.....	
	Total, Surat and Broach Districts...	5	1,320	5	1,320	.....		5	1,320	.....	
Thána ...	Road from Ambadi to Wagreshwari.	4	4,400	1	1,053	.....		1	1,053	3	3,347
	Road from Kalyán to Málsej Ghát...	35	2,640	35	0	.....		35	0	0	2,640
	Road from Kurla to Koli Kalian ...	0	1,000	.....		.....		.....		0	1,000
	Road from Maroli to Apuk Chembur.	0	960	.....		.....		.....		0	960
	Road from Wadowli to Sion Trombay	0	2,800	.....		.....		.....		0	2,800
	Road from Bhyndar to Utan ...	6	1,320	6	1,320	.....		6	1,320	.....	
	Road from Bhiwndi to Váda ...	25	2,640	25	2,640	.....		25	2,640	.....	
	Chincholi Road	0	1,600	.....		.....		.....		0	1,600
	Total, Thána District ...	73	1,520	67	5,013	.....		67	5,013	5	1,787
	TOTAL, NORTHERN DIVISION ...	140	2,840	135	1,053	.....		135	1,053	5	1,787
	Carried over total of I A ...	696	2,339	537	3,893	14	239	551	4,132	144	3,487
		555	4,779	402	2,840	14	239	416	3,079	139	1,700

14 miles demarcated with stones, including ¼ a mile for branch road to Murbád.

3 miles demarcated with stones.

LOCAL FUND ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1896.		In 1896-97.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	555	4,779	402	2,840	14	239	416	3,079	139	1,700	
		696	2,339	537	3,893	14	239	551	4,132	144	3,487	
	I.—METALLED ROADS—*continued.*											
	B.—PARTIALLY BRIDGED AND DRAINED—*continued.*											
	SOUTHERN DIVISION.											
Dhárwár ...	Dhárwár-Saundatti Road *viâ* Amin-Bhávi between Dhárwár and Hirebelwádi	11	1,320	11	1,320	.....		11	1,320	.....		
	Navalgund-Annigeri Road ...	11	2,640	11	2,640	.....		11	2,640	.....		
	Total, Dhárwár District ...	22	3,960	22	3,960	.....		22	3,960	.....		
Sátára ...	Peth-Sángli Road	20	0	.....		20	0	20	0	.....		
	Tásgaon-Ashta Road	6	0	.....		6	0	6	0	.....		
	Total, Sátára District ...	26	0	.....		26	0	26	0	.....		
Bijápur ...	Guledgud-Katgeri Road ...	6	2,640	6	2,640	.....		6	2,640	.....		
	Road from Hungund to Ilkal ..	7	3,960	5	0	.....		5	0	2	3,960	
	Total, Bijápur District ...	14	1,320	11	2,640	.....		11	2,640	2	3,960	
	TOTAL, SOUTHERN DIVISION ...	63	0	34	1,320	26	0	60	1,320	2	3,960	

	CENTRAL DIVISION.											
Poona ...	Road from Junnar to Náráyangaon...	9	0	2	2,640	.....		2	2,640	6	2,640	By trenches and aloe hedge.
	Road from Poona to Alandi ...	9	0	4	3,960	.....		4	3,960	4	1,320	
	Road from Poona to Singhar ...	13	0	8	0	.....		8	0	5	0	
	Road from Poona to Poud ...	17	2,640	17	2,640	.....		17	2,640	.....		
	Total, Poona Distirct ...	48	2,640	32	3,960	.....		32	3,960	15	3,960	
Násik ...	Ghoti-Barighat Road	13	1,320	2	0	.....		2	0	11	1,320	
	Total, Násik District ...	13	1,320	2	0	.....		2	0	11	1,320	
Khándesh ...	Sávada-Gatha Road	3	0	3	0	.....		3	0	.....		
	Jalgaon-Dharangaon Road ...	19	2,640	15	2,640	.....		15	2,640	4	0	
	Songir-Nandurbár Road ...	44	3,960	44	3,960	.....		44	3,960	.....		
	Chálisgaon-Outram Ghát Road ...	13	1,320	13	1,320	.....		13	1,320	.....		
	Shirpur Branch Road	2	0	2	0	.....		2	0	.....		
	Total, Khándesh District ...	82	2,640	78	2,640	.....		78	2,640	4	0	
	TOTAL, CENTRAL DIVISION ...	144	1,320	113	1,320	.....		113	1,320	31	0	
	TOTAL I.—B.—PARTIALLY BRIDGED AND DRAINED...	347	4,160	282	3,693	26	0	308	3,693	39	467	
	II.—UNMETALLED ROADS.											
	A.—BRIDGED AND DRAINED THROUGHOUT.											
	NORTHERN DIVISION.											
Thána ...	Road from Boisar to Chinchni ...	7	2,640	6	3,960	.....		6	3,960	0	3,960	7 miles and 2,640 feet demarcated with stones.
	Road from Saki to Vehar ...	3	0	1	0	.....		1	0	2	0	
	Branch Road connecting Pápdi-Gokhirwa and Sátawli Khind ...	1	1,320	.....		.....		.....		1	1,320	
	Road from Pápdi to Gokhirwa ...	4	3,300	3	2,640	.....		3	2,640	1	660	In addition to this 1 mile 7 furlongs of the road is in charge of the Bassein Municipality.
	Road from Bhándup to Vehar ...	2	2,640	.....		.....		.....		2	2,640	
	Total, Thána District ...	18	4,620	11	1,320	.....		11	1,320	7	3,300	
	Carried over totals of I A and I B...	922	2,999	696	2,573	40	239	736	2,812	186	187	
		903	3,659	685	1,253	40	239	725	1,492	178	2,167	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.				Number of miles of roads to be demarcated.		Remarks.
			Up to 31st March 1896.		In 1896-97.		Total.		
		Ms. ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms. ft.	
	Brought forward ...	903 3,659	685	1,253	40	239	725	1,492	178 2,167	
		922 2,999	696	2,573	40	239	736	2,812	186 187	
	II.—UNMETALLED ROADS —*continued.*									
	A.—BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	NORTHERN DIVISION—*continued.*									
Kaira and Panch Maháls.	Kálol and Chámpáner Road ...	9 0	9	0	.....		9	0	.....	
	Chámpáner and Jámbughoda Road (British portion)	9 0	9	0	.....		9	0	.....	
	Total, Kaira and Panch Maháls Districts	18 0	18	0	.....		18	0	.....	
Surat and Broach.	Road from Bulsár to Dharampor ...	15 2,640	15	2,640	.....		15	2,640	.....	
	Road from Bulsár to Párdi *viâ* Pár River	6 2,640	6	2,640	.....		6	2,640	.....	
	Road from Domas-Kentish Junction Tower to Gavier	4 2,640	4	2,640	.....		4	2,640	.....	
	Road from Jaferali Gate to Pársi Tower of Silence	1 1,320	.....		.....		.....		1 1,320	
	Road from Rander to Bhesan ...	2 0	.....		.....		.....		2 0	
	Road from Dehegam to Kukewada .	0 6,522	.....		.....		.....		0 6,522	
	Road from Broach to Zadeshwar ...	2 2,640	.....		.....		.....		2 2,640	

Surat and Broach.	Road from Chikhli to Bánsda ...	10	2,640	10	2,640	.....		10	2,640	.....		
	Road from Ránder to Olpád ...	8	2,640	8	2,640	.....		8	2,640	.....		
	Road from Surat Railway Station to Varachha	3	2,640	3	2,640	.....		3	2,640	.....		
	Road from Kim to Sahol ...	7	0	7	0	.....		7	0	.....		
	Total, Surat and Broach Districts ...	62	5,202	56	0	.....		56	0	6	5,202	
	TOTAL, NORTHERN DIVISION ...	99	4,542	85	1,320	.....		85	1,320	14	3,222	
	SOUTHERN DIVISION.											
Belgaum ...	Road from Gokák to Hukeri ...	18	2,640	18	2,640	.....		18	2,640	.....		Completed.
	Road Nipáni to Mahálingpur ...	*53	0	39	0	14 (Kolhápur State lengths.)	0	53	0	.....		*Increased length due to portions taken over from the Kolhápur State.
	Total, Belgaum District ..	71	2,640	57	2,640	14	0	71	2,640	.....		
Ratnágiri and Kolába.	Road from Alibág to Rewas ...	15	0	15	0	.....		15	0	.....		Demarcation completed.
	Road over Mutholi Khind (Section of Indápur-Tale Road) ...	2	1,655	0	2,375	.....		0	2,375	1	4,560	
	Pen-Panvel Road—											
	Section from Duswi ford to Kalhi Khind...	3	2,640	3	2,640	.....		3	2,640	.....		Do. do.
	Section from Kalhi Khind to Paláspe.	5	3,520	.....		5	3,520	5	3,520	.....		Do. do.
	Total, Ratnágiri and Kolába District.	26	2,535	18	5,015	5	3,520	24	3,255	1	4,560	
	TOTAL, SOUTHERN DIVISION ...	97	5,175	76	2,375	19	3,520	96	615	1	4,560	
	CENTRAL DIVISION.											
Sholápur ...	Jeur-Karmála Road	11	0	11	0	.....		11	0	.....		Demarcated with stones.
	Total, Sholápur District ...	11	0	11	0	.....		11	0	.....		
	Carried over ...	1,112	2,816	857	4,948	59	3,759	917	3,427	194	4,669	
	Carried over totals of I A and I B...	903	3,659	685	1,253	40	239	725	1,492	178	2,167	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1896.		In 1896-97.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	903	3,659	685	1,253	40	239	725	1,492	178	2,167	
		1,112	2,816	857	4,948	59	3,759	917	3,427	194	4,669	
	II.—UNMETALLED ROADS.											
	A.—PARTIALLY BRIDGE AND DRAINED—*continued.*											
Ahmednagar	Ráhuri Station and branch feeder road.	3	0	3	0	.....		3	0	.....		
	Belvandi feeder road	3	0	.....		3	0	3	0	.....		
	Total, Ahmednagar District ...	6	0	3	0	3	0	6	0	.....		
Poona ...	Road from Talegaon to Railway Station	1	1,320	0	2,640	.....		0	2,640	0	3,960	By trenches and aloe hedge.
	Road from Loni-Kalhor to join Sholápur Road	0	412	.....		.....		.....		0	412	
	Total, Poona District ...	1	1,732	0	2,640	.....		0	2,640	0	4,372	
Khándesh ...	Máhiji Station Road...	2	2,640	2	2,640	.....		2	2,640	.....		
	Total, Khándesh District ...	2	2,640	2	2,640	.....		2	2,640	.....		
	TOTAL, CENTRAL DIVISION ...	20	4,372	17	0	3	0	20	0	0	4,372	
	TOTAL II-A, BRIDGED AND DRAINED THROUGHOUT...	218	3,529	178	3,695	22	3,520	201	1,935	17	1594	

II.—UNMETALLED ROADS.

B.—PARTIALLY BRIDGED AND DRAINED.

Northern Division.

Thána ...	Road from Máhim to Váda ...	32	0	32	0	.....	32	0	.....		
	Road from Bassein to Nirmal ...	*4	0	2	0	.....	2	0	2	0	* In addition to this 1 mile and 2 furlongs of the road are in charge of the Bassein Municipality.
	Road from Kalyán to Dhysar ...	9	0	9	0	.....	9	0	.....		Six miles and 1,900 feet demarcated with stones.
	Road from Málád to Merwa ...	3	2,640	3	2,640	.....	3	2,640	.....		
	Road from Kalwa to Belápur ...	7	0	7	0	.....	7	0	.....		
	Road from Bhándup to Agra Road .	0	3,025	.....		.....	.....		0	3,025	
	Road from Govindi to Sion Trombay	0	3,100	.....		.....	.....		0	3,100	
	Road from Kondivli to Bándora-Ghodbandar Road ...	0	3,000	0	3,000	.....	0	3,000	.....		
	Road from Thána to Ghodbandar ...	7	2,640	5	2,640	.....	5	2,640	2	0	
	Pawai Village Road...	2	2,350	.....		.....	.....		2	2,350	
	Kondiwti Road	0	2,200	.....		.....	.....		0	2,200	
	Total, Thána District ...	67	3,115	59	3,000	.....	59	3,000	8	115	
Kaira and Panch Maháls.	Godhra and Khakeria Road, including branch to Godhra Railway Station.	24	1,320	24	1,320	.....	24	1,320	.....		
	Udváda and Sunth Road	20	0	20	0	.....	20	0	.....		
	Total, Kaira and Panch Maháls District	44	1,320	44	1,320	.....	44	1,320	.....		
	Total, Northern Division ...	111	4,435	103	4,320	.....	103	4,320	8	115	

Central Division.

	Road from Hadapsar to Nira Bridge (old Sátára Road)	38	4,224	12	3,960	2	0	14	3,960	24	264
	Carried over ...	38	4,224	12	3,960	2	0	14	3,960	24	264
	Carried over ...	1,234	1,063	967	3,988	62	3,759	1,030	2,467	203	3,876
	Carried over totals of I A, I B and II A	1,122	1,908	863	4,948	62	3,759	926	3,427	195	3,761

The additional furlong stones have been fixed from mile No. 6 to 18 on one side of the road marked by aloe hedge, and furlong and boundary stones have been fixed in miles Nos. 26 and 27.

LOCAL FUND ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated. Up to 31st March 1896.		In 1896-97.		Total.		Number of miles of roads to be demarcated.		Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
		1,122	1,908	863	4,948	62	3,759	926	3,427	195	3,761	
	Brought forward ...	1,234	1,063	967	3,988	62	3,759	1,030	2,467	203	3,876	
		38	4,224	12	3,960	2	0	14	3,960	24	264	
	II.—UNMETALLED ROADS. B—PARTILLY BRIDGED AND DRAINED—*continued.*											
	CENTRAL DIVISION—*continued.*											
Poona ...	Road from Vadgaon to Shikárpur ...	33	0	12	0	.....		12	0	21	0	1 mile by stone and 11 miles by aloe hedge.
	Road from Pátas to Pátas Railway Station	3	1,320	2	0	.....		2	0	1	1,320	1½ mile by aloe hedge and ½ mile by stone on one side.
	Road from Bárámati to Khanota ...	21	0	4	4,620	.....		4	4,620	16	660	3 miles 4,620 feet by aloe hedge and 1 mile by stones.
	Road from Nira Bridge to Sirúr ...	55	3,960	9	0	.....		9	0	46	3,960	By aloe hedge.
	Road from Diksál Railway Station to join Sholápur Road ...	1	1,320	1	1,320	.....		1	1,320	.....		1 mile by stones on one side and aloe hedge on the other, and ¼ mile by stones on one side.
	Road from Lonávli to foot of Sakalpathár	3	0	.....		.....		.....		3	0	
	Road from Loni to Pábal ...	15	0	.....		.....		.....		15	0	
	Road from Indápur to Bárámati ..	31	0	.....		.....		.....		31	0	
	Road from village of Mundva to the proposed Railway station on the G. I. P. line	0	3,692	.....		.....		.....		0	3,692	By trenches, prickly-pear and aloe hedge.
	Road from Muncher to Ambegaon...	18	4,100	16	2,640	.....		16	2,640	2	1,460	
	Total, Poona District ...	231	2,776	58	1,980	2	0	60	1,980	171	796	

Násik	Násik-Dindori and Kalvan Road ...	44	0	5	660	.....	5	660	38	4,620	No outlay has been incurred during the year on demarcation of road boundaries.
	Khándesh and Nizám's Frontier Road.	82	0	3	1,320	.....	3	1,320	78	3,960	
	Satána-Málegaon Road ...	23	0	4	1,320	.....	4	1,320	18	3,960	
	Násik-Vagheda Road	22	0	3	0	.....	3	0	19	0	
	Nánáshighát-Barhe Road ...	11	0	1	0	.....	1	0	10	0	
	Harsul-Goldari Road	10	0	2	0	.....	2	0	8	0	
	Cheraibári Road	1	0	.....		.....	.....		1	0	
	Total, Násik District ...	193	0	18	3,300	.....	18	3,300	174	1,980	
Sholápur	Barsi Station Pandharpur Road ...	31	0	29	0	.....	29	0	2	0	The demarcation of the 2 remaining miles of Bársi Station Pandharpur Road and of Pandharpur-Janoni Road is in hand and probably be completed in 1897-98.
	Pandharpur-Janoni Road ...	41	0	.....		.....	.....		41	0	
	Total, Sholápur District ...	72	0	29	0	.....	29	0	43	0	
Ahmednagar	Road from Ahmednagar to Jámkhed.	20	3,960	.....		20	3,960	20	3,960	.....	Completed. Fresh demarcation with stone boundary.
	Road from Supa to Pimpalgaon Dipa	47	3,960	10	660	0	1,320	10	1,980	37	1,980 Stone.
	Road from Supa to Sárola	8	0	4	2,640	1	1,320	5	3,960	2	1,320 Do.
	Road from Nagar to Takli-Khándeshvar	39	1,320	.....		39	1,320	39	1,320	.....	
	Road from Tisgaon to Páthardi ...	7	1,320	.....		7	1,320	7	1,320	.....	
	Road from Khadke on Ahmednagar-Toka Road to Belápur Station ...	24	4,950	.....		24	4,950	24	4,950	.....	Completed. Fresh demarcation with stone boundary.
	Road from Ahmednagar to Shevgron.	40	0	0	875	39	4,405	40	0	.....	Do. Boundary stones completed.
	Road from Kharda to Shrigonda ...	66	0	.....		30	2,640	30	2,640	35	2,640 Fresh demarcation with stone boundary.
	Road from Shendi to Vámbori ...	8	2,640	0	3,960	7	3,960	8	2,640	.....	Boundary stones completed.
	Road from Nevása to Badhegaon *viâ* Shevgaon	25	0	.....		25	0	25	0	.....	Completed. Fresh demarcation with stone boundary.
	Road from Raháta to Chitali ...	10	0	5	0	.....	5	0	5	0	Stone.
	Road from Jámkhed to Mohoghát...	5	0	.....		5	0	5	0	.....	Completed. Fresh demarcation with stone boundary.
	Road from Khosepuri to Ismálpur...	12	2,640	12	2,640	.....	12	2,640	.....		Gutter and trench boundary stones completed.
	Carried over ...	314	4,950	33	215	201	4,075	234	4,290	80	660
	Carried over ...	1,730	3,839	1,073	3,988	64	3,759	1,138	2,467	592	1,372
	Carried over totals of I A, I B and II A	1,122	1,908	833	4,948	62	3,759	926	3,427	195	3,761

LOCAL FUND ROADS—*continued.*

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated. Up to 31st March 1896.	In 1896-97.	Total.	Number of miles of roads to be demarcated.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	
		1,122 1,908	863 4,948	62 3,759	926 3,427	195 3,761	
	Brought forward ...	1,730 3,839	1,073 3,988	64 3,759	1,138 2,467	592 1,372	
		314 4,950	33 215	201 4,075	234 4,290	80 660	
	II.—UNMETALLED ROADS. B—PARTIALLY BRIDGED AND DRAINED—*continued.*						
	CENTRAL DIVISION—*continued.*						
	Road from Loni to Belápur Station .	13 4,620	.....	13 4,620	13 4,620	.....	Completed. Fresh demarcation with stone boundary.
	Road from Belápur town to Belápur Railway Station	4 0	4 0	.....	4 0	.....	Gutter and trench boundary stones completed.
	Shrigonda-Vadgaon Road *vid* Pimpri Railway Station	7 0	6 2,640	.....	6 2,640	0 2,640	Gutter.
	Road from Karjat to Chincholi ...	6 2,640	2 2,640	.....	2 2,640	4 0	Gutter.
	Road from Párner to Chincholi ...	5 0	3 2,640	.....	3 2,640	1 2,640	Stone.
	Road from Párner to Jámgaon Tákli *vid* Jámgaon	12 0	1 3,960	5 1,320	7 0	5 0	Stone.
	Shrigonda-Kashti Road ...	8 0	8 0	.....	8 0	.....	Completed up to 31st March 1893.
	Road from Arangaon to Walki ...	5 0	4 3,960	.....	4 3,960	0 1,320	Stone.
	Total, Ahmednagar District ...	376 1,650	64 215	220 4,735	284 4,950	91 1,980	
	Cross-road at Erandol	1 2,640	1 2,640	.....	1 2,640	.....	
	Bhadgaon-Talvada Road ...	9 0	9 0	.....	9 0	.....	
	Duskheda-Anjala Road ...	4 2,640	4 2,640	.....	4 2,640	.....	
	Mhásvad-Dhulia Road	46 0	39 0	.....	39 0	7 0	
	Erandol-Dharangaon-Chopda Road.	18 1,320	6 3,960	.....	6 3,960	11 2,640	
	Kajgaon-Párola Road	22 660	20 0	.....	20 0	2 660	
	Dondaicha-Sháháda Road ..	17 0	17 0	.....	17 0	.....	
	Páchora-Bhadgaon Road ...	8 1,980	8 1,980	.....	8 1,980	.....	
	Junction Road at Bhadgaon ..	1 1,320	1 1,320	.....	1 1,320	.....	

Khándesh ...	Dhulia-Amalner Road	18	1,320	18	1,320	.....		18	1,320	.....			
	Jalgaon-Jámner Road	22	1,320	22	1,320	.....		22	1,320	.....			
	Nasirábád-Bhadli Road ..	1	2,640	1	2,640	.....		1	2,640	.....			
	Bhusával-Yával Road	10	0	10	0	.....		10	0	.....			
	Bhusával-Sakegaon Road, 1st section.	3	3,960	3	3,960	.....		3	3,960	.....			
	Sákri-Pimpalner Road	13	2,640	12	2,640	.....		12	2,640	1	0		
	Station road at Dhulia	9	0	.....		.....		.....		9	0		
	Bhusával-Jalgaon Road, 2nd section from Sakegaon to Jalgaon ...	6	1,320	6	1,320	.....		6	1,320	.....			
	North approach to the river Tápti at Nimgaon	0	2,640	0	2,640	.....		0	2,640	.....			
	South do. do. at Sawkheda	0	2,640	0	2,640	.....		0	2,640	.....			
	Nimgaon-Chopda Road ...	8	2,640	.....		.....		.....		8	2,640	}	Under construction.
	Amalner-Tápti Road	12	1,980	.....		.....		.....		12	1,980	}	
	Total, Khándesh District ...	234	1,980	182	4,620	.....		182	4,620	51	2,640		
	TOTAL, CENTRAL DIVISION ...	1,107	1,126	352	4,835	222	4,735	575	4,290	531	2,116		
	SOUTHERN DIVISION.												
	Road from Gokák to Navalgund ...	45	0	45	0	.....		45	0	.....			Completed.
Belgaum ...	Road from Athni to Kagwad ...	24	0	24	0	.....		24	0	.....			Do.
	Road from Gotur to Tásgaon ...	47	0	47	0	.....		47	0	.....			Do.
	Road from Saundatti to Dhárwár ...	10	0	10	0	.....		10	0	.....			Do.
	Road from Manoli to Saundatti ...	6	1,320	6	1,320	.....		6	1,320	.....			Do.
	Total, Begaum District ...	132	1,320	132	1,320	.....		132	1,320	.....			
	Harihar-Samasgi Road	51	1,980	38	1,980	13	0	51	1,980	.....			
Dhárwár ...	Byádgi-Havasbhávi Road	10	3,960	10	3,960	.....		10	3,960	.....			
	Tadas-Gundi Road	34	3,960	18	660	16	3,300	34	3,960	.....			
	Masur-Mundergi Road	47	660	43	1,980	3	3,960	47	660	.....			
	Palla-Bádámi Road	78	1,980	56	660	22	1,320	78	1,980	.....			
	Dhárwár-Tadas Road	27	660	13	4,620	13	1,320	27	660	.....			
	Navalgund Ron Road	28	0	22	0	6	0	28	0	.....			
	Total, Dhárwár District ...	277	2,640	202	3,300	74	4,620	277	2,640	.....			
	Carried over ...	2,751	869	1,655	2,883	350	2,554	2,016	157	735	712		
	Carried over totals of I A, I B and II A...	1,122	1,908	863	4,948	62	3,759	926	3,427	195	3,761		

LOCAL FUND ROADS—*continued.*

Executive District.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1896.		In 1896-97.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	1,122	1,908	863	4,948	62	3,759	926	3,427	195	3,761	
		2,751	869	1,655	2,883	360	2,554	2,016	157	735	712	
	II.—UNMETALLED ROADS											
	B.—PARTIALLY BRIDGED AND DRAINED—*continued.*											
Ratnágiri and Kolába.	Road from Salao to Korlai	2	1,760	1	2,640	0	2,640	2	0	0	1,760	
	Road from Pen to Khorapade ...	7	0	7	0	.....		7	0	.....		Demarcation completed.
	Road from Alibág to Rewadanda ...	8	3,960	3	3,960	2	0	5	3,960	3	0	
	Road from Guhágar to Chikhalee ...	8	0	8	0	.....		8	0	.....		Demarcation completed.
	Road from Kolka to Paláspe ...	2	0	.....		2	0	2	0	.....		Do. do.
	Total, Ratnágiri and Kolába District.	28	440	20	1,320	4	2,640	24	3,960	3	1,760	
Sátára	Malhárpeth-Pandharpur Road ...	54	0	10	0	7	0	17	0	37	0	
	Karád-Tásgaon Road	35	0	7	0	4	0	11	0	24	0	
	Sátára Tasgaon Road	64	0	.....		8	2,640	8	2,640	55	2,640	
	Total, Sátára District ...	153	0	17	0	19	2,640	36	2,640	116	2,640	
	Sholápur-Belláry Road— Portion from Indi to Támbe ...	13	0	6	0	.....		6	0	7	0	
	Bijápur-Sindgi Road...	35	2,640	17	0	.....		17	0	18	2,640	
	Road from Indi to Indi Road Station.	3	1,760	3	1,760	.....		3	1,760	.....		
	Muddebihál-Chimalgi Road... ...	19	2,640	5	2,640	4	4,620	10	1,980	9	660	

Bijápur ...	Road from Kerur to Katgeri Railway Station	9	0	9	0	.....		9	0	.....		
	Do. Bijápur to Indi	29	3,000	4	1,980	.....		4	1,980	25	1,020	
	Bijápur-Bágevádi Road	25	2,640	7	0	7	0	14	0	11	2,640	
	Almel-Pandharpur Road	48	0	2	3,960	.....		2	3,960	45	1,320	The demarcation shown is for the portion of road between Almel and Indi.
	Total, Bijápur District ...	183	2,120	54	5,060	11	4,620	66	4,400	116	3,000	
	TOTAL, SOUTHERN DIVISION ...	774	1,240	427	440	110	3,960	537	4,400	236	2,120	
	TOTAL, II—UNMETALLED ROADS. B—PARTIALLY BRIDGED AND DRAINED.	1,993	1,521	883	4,315	333	3,415	1,217	2,450	775	4,351	
	III.—ROADS BANKED AND SURFACED WITH MURAM OR SIMILAR MATERIAL, BUT NOT DRAINED.											
	SOUTHERN DIVISION.											
Sátára	Tasgaon-Pingli Road	45	0	.....		4	0	4	0	41	0	
	Total, Sátára District ...	45	0	.....		4	0	4	0	41	0	
	TOTAL, SOUTHERN DIVISION ...	45	0	.....		4	0	4	0	41	0	
	CENTRAL DIVISION.											
Poona ...	Road from Karli Railway Station to join Bombay Mail Road	1	2,640	.....		.....		.....		1	2,640	
	Road from Khed to Pabal	12	0	6	0	.....		6	0	6	0	
	Khed-Bhoregiri Road	31	0	12	0	.....		12	0	19	0	
	Road from Junnar to Rajur ...	6	0	2	1,320	.....		2	1,320	3	3,960	By trench, prickly pear and aloe hedge.
	Road from Yewat Railway Station to join Sholápur Road	1	1,320	.....		.....		.....		1	1,320	Do. do. By trench and aloe hedge.
	Road from Loni to Chandgaon ...	4	0	.....		.....		.....		4	0	
	Road from Chinchwad to Railway Station	1	1,320	.....		.....		.....		1	1,320	
	Carried over ...	57	0	20	1,320	.....		20	1,320	36	3,960	
	Carried over totals of I A, I B, II A, and II B	3,160	3,429	1,747	3,983	400	1,894	2,148	597	1,012	2,832	
		3,115	3,429	1,747	3,983	396	1,894	2,144	597	971	2,832	

LOCAL FUND ROADS—*concluded.*

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
			Up to 31st March 1896.		In 1896-97.		Total.				
		Ms. ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
		3,115 3,429	1,747	3,983	396	1,894	2,144	597	971	2,832	
	Brought forward ...	3,160 3,429	1,747	3,983	400	1,894	2,148	597	1,012	2,832	
		57 0	20	1,320	.....		20	1,320	36	3,960	
	III.—ROADS, BANKED AND SURFACED WITH 'MURAM' OR SIMILAR MATERIAL, BUT NOT DRAINED—*continued.*										
	CENTRAL DIVISION—*concluded.*										
Poona ...	Road from Narayenpur to Kapur whole	7 2,692	.....		.....		.....		7	2,692	
	Total, Poona District ...	64 2,692	20	1,320	.....		20	1,320	44	1,372	
	TOTAL (III) ROADS, BANKED AND SURFACED WITH 'MURAM' OR SIMILAR MATERIAL, BUT NOT DRAINED	109 2,692	20	1,320	4	0	24	1,320	85	1,372	
	VI.—ROADS, CLEARED ONLY.										
	NORTHERN DIVISION.										
Thána	Kusar-Ghát Road	4 0	.....		.....		.....		4	0	
	Total, Thána District ...	4 0	.....		.....		.....		4	0	
Kaira and Panch Maháls.	Godhra and Páli Road	16 0	16	0	.....		16	0	.....		
	Páli and Bálásinor Road	8 1,320	8	1,320	.....		8	1,320	.....		Demarcated by the Survey Department.
	Total, Kaira and Panch Maháls Districts	24 1,320	24	1,320	.....		24	1,320	.....		
	TOTAL, NORTHERN DIVISION ...	28 1,320	24	1,320	.....		24	1,320	4	0	

	SOUTHERN DIVISION.											
Bijápur ...	Road from Indi to Sirdhon... ...	26	1,760	.....		2	2,640	2	2,640	23	4,400	The demarcation has been done by earthern mounds on both sides.
	Total, Bijápur District ...	26	1,760	.....		2	2,640	2	2,640	23	4,400	
	TOTAL, SOUTHERN DIVISION ...	26	1,760	.....		2	2,640	2	2,640	23	4,400	
	CENTRAL DIVISION.											
Poona District	Road from foot of Sákalpáthár to Bhorkus	8	2,640	.....		.....		.....		8	2,640	For Repairs.
	Road from Bhorgiri to Bhimashankar	4	2,246	.....		.....		.....		4	2,246	
	Total, Poona District ...	12	4,886	.....		.....		.....		12	4,886	
Ahmednagar ...	Road from Thugaon to Kotul ...	11	0	2	0	.....		2	0	9	0	Stone.
	Total, Ahmednagar District ...	11	0	2	0	.....		2	0	9	0	
	TOTAL, CENTRAL DIVISION ...	23	4,886	2	0	.....		2	0	21	4,886	
	TOTAL (VI) ROADS, CLEARED ONLY	78	2,686	26	1,320	2	2,640	28	3,960	49	4,006	
	GRAND TOTAL, LOCAL FUND ROADS	3,303	3,527	1,794	1,343	402	4,534	2,197	597	1,106	2,930	
	TOTAL OF IA, I B, II A, II B, III and VI	3,303	3,527	1,794	1,343	402	4,534	2,197	597	1,106	2,930	

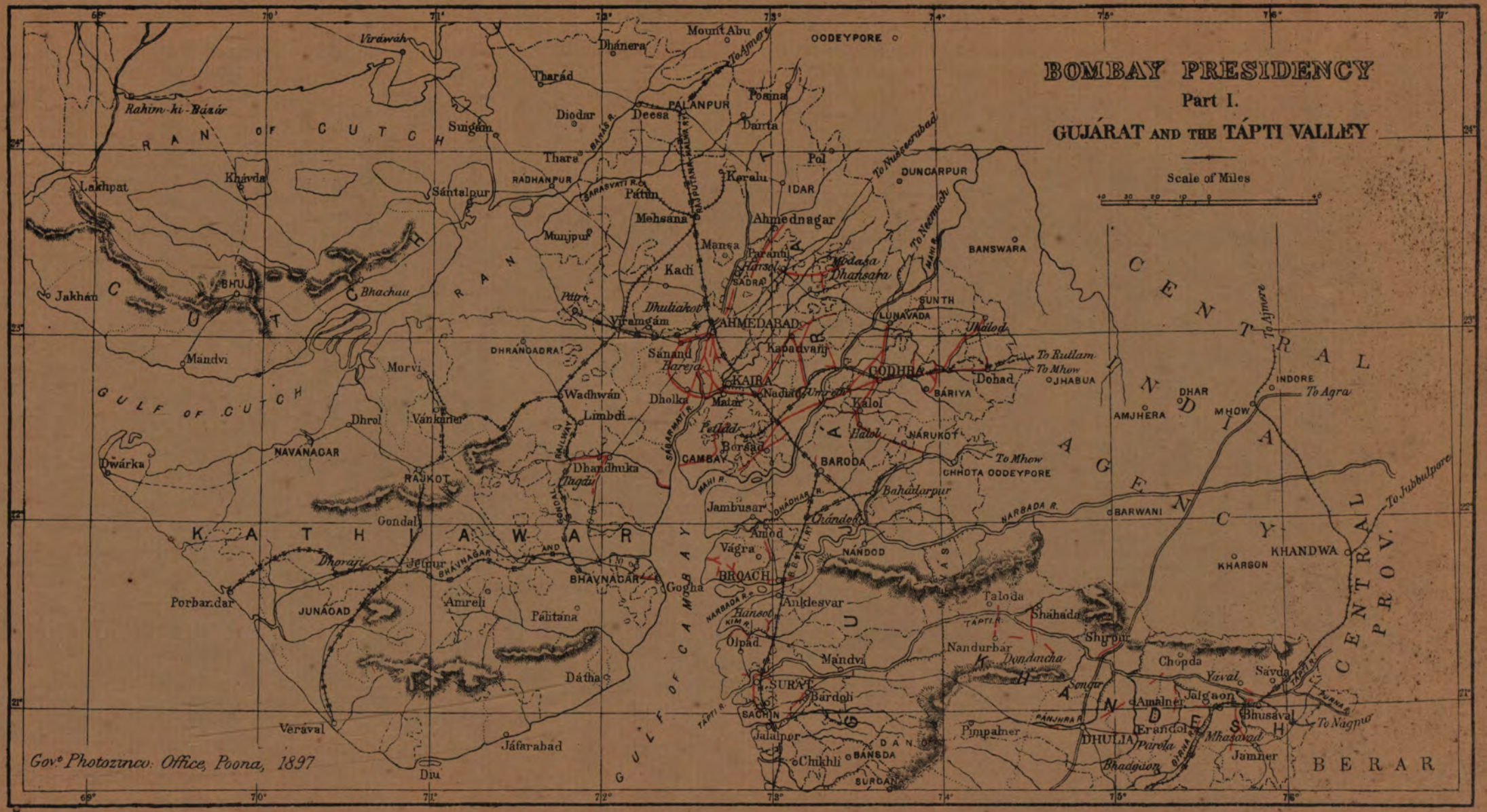
APPENDIX F.

ROAD MAP

(IN 3 SHEETS), SHOWING THE PRINCIPAL LINES OF ROAD IN PROGRESS

DURING THE YEAR

1896-97.


BOMBAY PRESIDENCY
Part I.
GUJÁRAT AND THE TÁPTI VALLEY
Scale of Miles
Gov^t Photozinco: Office, Poona, 1897
RAN OF CUTCH
GULF OF CUTCH
GULF OF CAMBAY
KATHIAWAR
CENTRAL INDIA AGENCY
CENTRAL PROV.
BERAR
KHANDESH
BHUJ
Jakhán
Lakhpat
Rahim-ki-Bázár
Viráwah
Mándvi
Morvi
Dhrol
Dwárka
Porbandar
Verával
Jáfarabad
Diu
Vánkaner
NAVANAGAR
RAJKOT
Gondal
Dhoraji
Jetpur
JUNAGAD
Amreli
Dátha
Pálitana
BHAVNAGAR
Gogha
Wadhwán
Limbdi
Dhandhuka
Dholka
Sánand
Viramgám
DHRANGADRA
Pátri
Kadi
Mansa
Mehsana
Munjpur
Pátan
RADHANPUR
Santalpur
Tharád
Dhánera
Diodar
Deesa
Sugám
Thara
Mount Abu
To Ajmere
PALANPUR
Posina
Dánta
Pol
Keralu
IDAR
Ahmednagar
Parántij
Harsol
SADRA
Modasa
Dhansara
To Nasírabad
To Neemuch
DUNGARPUR
BANSWARA
SUNTH
LUNAVADA
Thálod
AHMEDABAD
Kapadvanj
Bareja
KAIRA
Nadiad
Umreth
Matar
Petlad
Borsad
CAMBAY
BARODA
Kálol
Halol
NÁRUKOT
GODHRA
Dohad
BÁRIYA
To Ratlam
To Mhow
JHABUA
To Mhow
CHHOTA OODEYPORE
Bahádarpur
Jambusar
Chándod
Amod
Vágra
BROACH
NÁNDOD
NARBADA R.
BARWANI
AMJHERA
DHAR
MHOW
INDORE
To Agra
To Jubbulpore
KHARGON
KHANDWA
Taloda
Shahada
Shirpur
Nandurbar
Dondaicha
Sindkhed
Chopda
Yával
Sávda
Jalgaon
Amalner
Pimpalner
DHULIA
Erandol
Párola
Bhadgaon
Mhasávad
Bhusával
To Nagpur
Jamner
Sengir
Olpad
Hansot
Ankleshvar
Mándvi
SURAT
Bardoli
SACHIN
Jalalpor
Chikhli
BANSDA
SURGANA
DANGS
TÁPTI R.
NARBADA R.
KIM R.
MAHI R.
SABARMATI R.
BANAS R.
SARASVATI R.
PANJHRA R.
BHIMA R.
PURNA R.
GONDAL RAILWAY
BHAVNAGAR AND DHORAJI RAILWAY
BARODA AND CENTRAL INDIA RAILWAY

BOMBAY PRESIDENCY
Part II
THE DECCAN, KONKAN AND KARNÁTIC
Scale of Miles
Govt Photozinco. Office, Poona, 1897
BOMBAY
ALIBÁG
RATNÁGIRI
KÁRWÁR
SATÁRA
BIJAPUR
BELGAUM
DHARWÁR
SHOLAPUR
AHMEDNAGAR
NÁSIK
KHÁNDESH
AURANGABAD
MADRAS PRESY.
MAISUR
ARABIAN SEA
SACHIN
DAMAN
DHULIA
JAWHAR
MURUD
JANJIRA FT
BANSDA
DHARAMPUR
SURGANA
PHALTAN
JATH
JAMKHANDI
MUDHOL
RAMDURG
SAVANTVADI
GOA
PANJIM
Mormugão
Bhatkal
Honávar
Kumta
Ankola
Sirsi
Hangal
Karajgi
Sávanur
Shiggaon
Kalghatgi
Kundgol
Dharwár
Gadag
Hubli
Navalgund
Khánapur
Supa
Halyál
Margão
Mapuça
Vengurla
Devgad
Málvan
Rájapur
Ratnágiri
Dápoli
Harnai
Bánkot
Anjanvel
Jayyad
Viruadurg
Vita
Tásgaon
Sángli
Miraj
Kolhapur
Kurundvad
Athni
Chikodi
Gokák
Cad Hinglaj
Vengurla
Bágalkot
Badámi
Bágevádi
Muddebihal
Indi
Sindgi
Jath
Akalkot
Wagadari
Sangola
Mangalvedha
Pandharpur
Malsiras
Dahivadi
Vádhu
Atpádi
Karád
Patan
Satara
Khed
Chiplun
Guhagar
Dabhol
Harnai
Bánkot
Mahád
Mángaon
Roha
Pen
Panvel
Kalyan
Murbád
Thána
Bándra
Colabá
Uran
Karjat
Bassein
Bhiwndi
Shahápur
Agáshi
Umbargaon
Tárapur
Dáhanu
Manor
Máhim
Vádá
Igatpuri
Sinnar
Niphad
Yeola
Chándor
Dindori
Pimpalner
Satána
Málegáon
Kalvan
Párdi
Bulsár
Chikhli
Nándgaon
Chalisgaon
Páchora
Jámner
Bhusával
Ajanta
Kopargaon
Sangamner
Akola
Ráhuri
Nevása
Shevgaon
Jámkhed
Kharda
Shrigonda
Kárjat
Kurmála
Barsi
Indápur
Supa
Sásvad
Jejuri
Parner
Khed
Sirur
Talegaon Dhamdhere
Vadgaon
Khadkala
Ambegaon
Bhavargiri
Junnar
Ghodnadi
Wadi
Shirghat
Ghatghar
Randha
Igatpuri
Vádá
Manor
Tárapur
Dáhanu
Umbargaon
Sachin
Daman
Pardi
Bulsar
Chikhli
Bansda
Surgana
Dharampur
Kalvan
Satána
Málegáon
Pimpalner
Dhulia
Bhusával
Jámner
Páchora
Bhadgaon
Ajanta
Chalisgaon
Nándgaon
Yeola
Niphad
Kopargaon
Sinnar
Nasik
Trimbak
Aurangabad
Nevása
Ráhuri
Akola
Sangamner

Digitized with financial assistance from the Government of Maharashtra on 11 July, 2017